

Eastgate/I-90

Land Use & Transportation Project

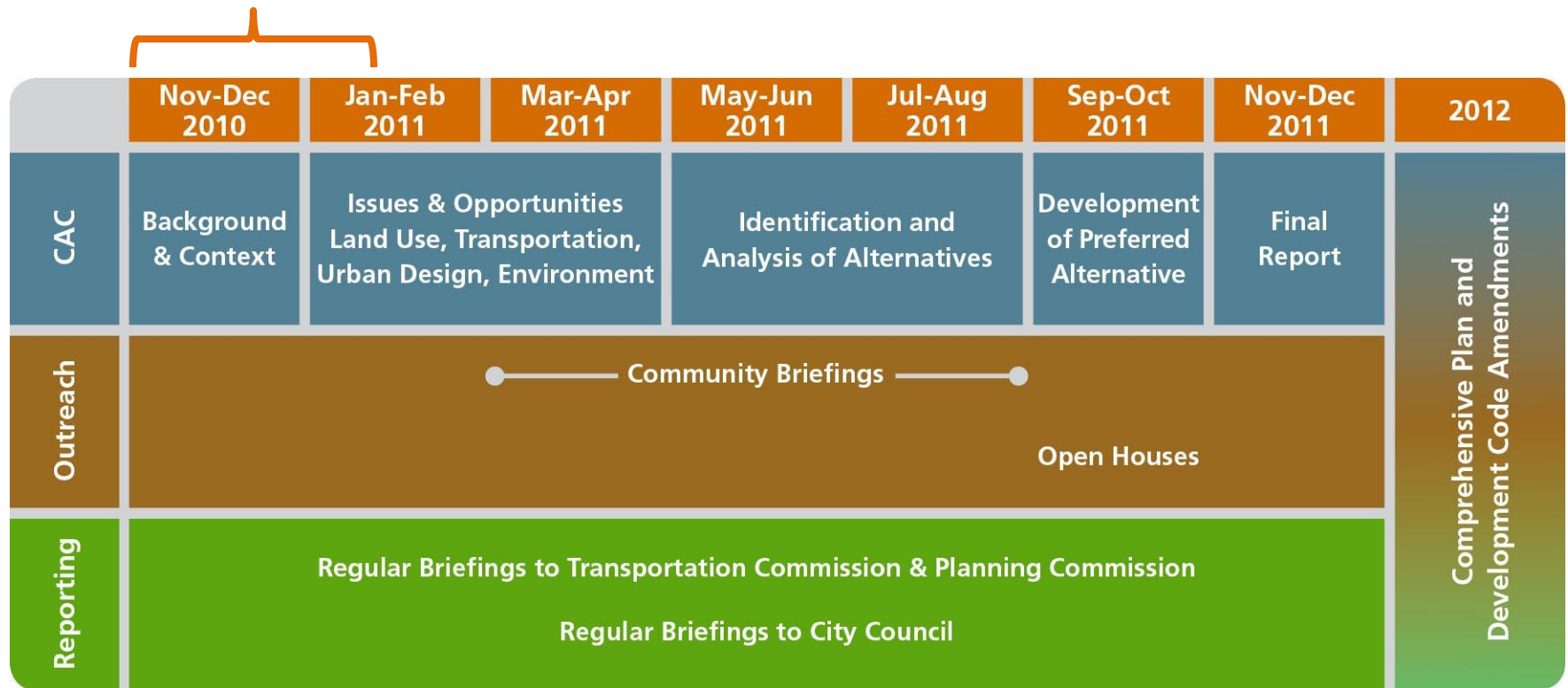
Citizen Advisory Committee Meeting

December 2, 2010

Nov 2010: Introductions, mission, process, project overview

➔ Dec 2010: Project context

Jan 2011: Orientation tour / land use conditions & opportunities





Existing Conditions Inventory



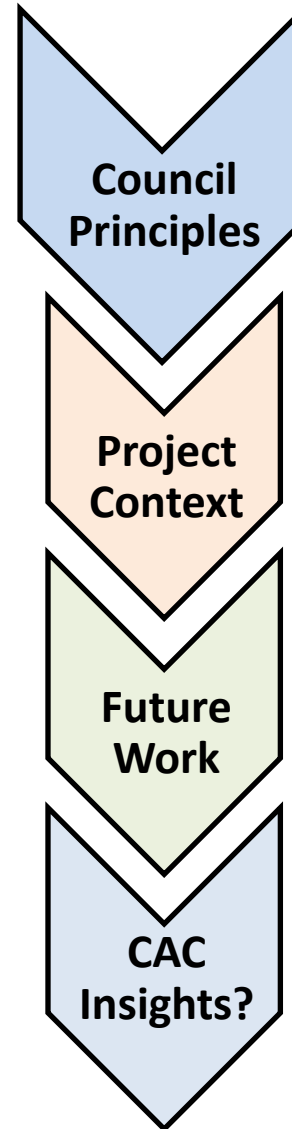
Preliminary Transportation Analysis



Development Opportunities



Outreach Summary Reports



Eastgate/I-90
Land Use & Transportation Project

Presentation Structure

EASTGATE I-90 LAND USE & TRANSPORTATION PROJECT

Existing Conditions Inventory



CITY OF BELLEVUE

SUMMER 2010

Department of Planning and Community Development
Department of Transportation

Topics:

- Study Area
- Land Use
- Environment
- Redevelopment Potential
- Urban Design
- Economics
- Parks & Recreation
- Infrastructure
- Transportation
- Opportunities



Eastgate/I-90
Land Use & Transportation Project

Background Reports

Final Report

Eastgate Preliminary Screening Analysis

Project # 20090069

December 2009

Prepared for:



City of Bellevue
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

Prepared by:



Perteet Inc.

505 Fifth Avenue S, Suite 210
Seattle, WA 98104

What the analysis addressed:

- What **additional uses**, and of what **magnitude**, are feasible (from a transportation standpoint)
- Evaluate preliminary alternatives and **eliminate those that are not feasible** to carry forward
- **Scenarios reviewed** include:
 - 2008 (Existing) land uses
 - 2030 Base Alternative (projections under current zoning)
 - 2030 Modified Alternative (additional office, institutional, multifamily, and hotel units)



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Background Reports



Development Opportunities in the
Eastgate/ I-90 Corridor

Prepared for the City of Bellevue

June 7, 2010



Four basic questions:

- What is the **potential for more employment** uses; how does this area **complete with other employment centers**?
- How can **retail uses be retained and strengthened** to continue to serve adjacent neighborhoods and the business corridor?
- How much more **residential space** might be developed here?
- What is the potential for **transit-oriented development**, especially at the park-and-ride?

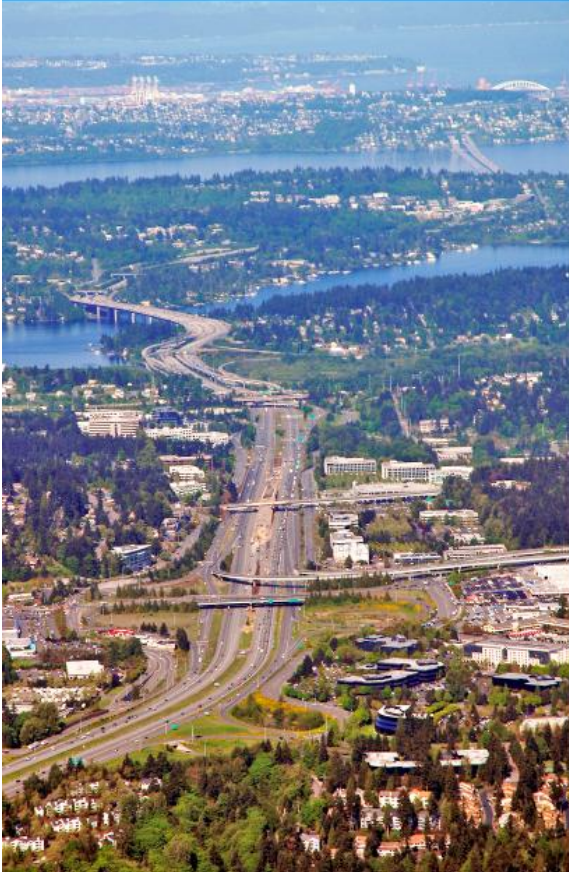


Eastgate/I-90 Land Use & Transportation Project

Background Reports



Eastgate/I-90 Land Use & Transportation Project



On-Line Questionnaire
Summary Report

Prepared by the
Transportation and
Planning & Community
Development Departments,
Summer 2010

- **What do you do** in the Eastgate/I-90 area (live, work, shop, etc)?
- What do you **like most**?
- What do you **like least**?
- What **neighborhood qualities or uses** are needed most?
- What **transportation issues** are you most concerned with?
- What **other comments**, concerns, or suggestions to you have?

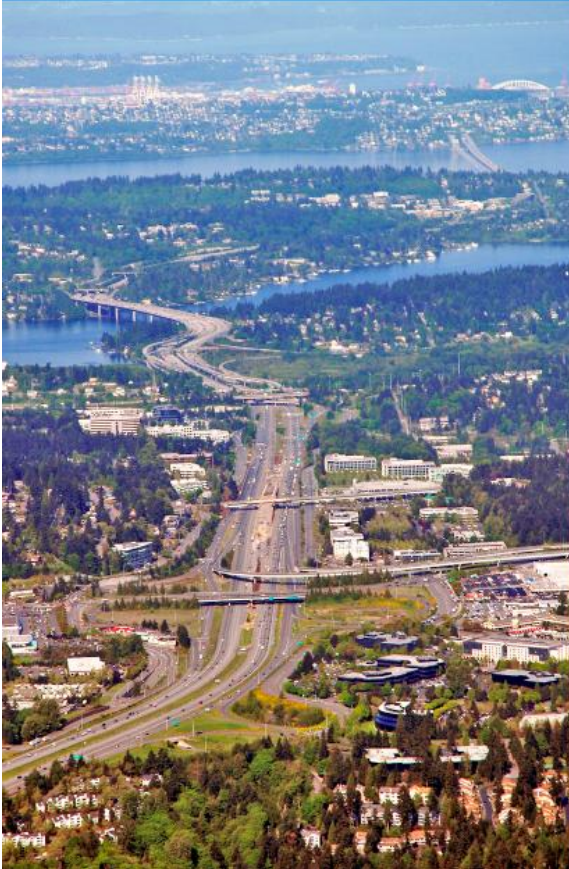


Eastgate/I-90 Land Use & Transportation Project

Background Reports



Eastgate/I-90 Land Use & Transportation Project



Economic
Development Forum
Summary Report

Prepared by the
Transportation and
Planning & Community
Development Departments,
Summer 2010

- What **opportunities for development** are appropriate in the future?
- What should be done to improve the **aesthetic quality**? What **urban design improvements** would be worthwhile?
- How can we retain and enhance the **neighborhood-oriented businesses**?
- What are the **transportation priorities**? Where and how should we address needs of the following users: motorists, transit riders, bicyclists, and pedestrians?



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Background Reports



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**Agency/Institution
Involvement**

Microsoft®



COSTCO
WHOLESALE



.. **T** .. Mobile ..



SRO®

Quantum.

EMBASSY SUITES
HOTELS®

clarisonic



OFFICETEAM®



Honda Auto Center of Bellevue



Eastgate/I-90
Land Use & Transportation Project

Corporate Involvement



Sky Mountain Homeowner's Association



On-line questionnaire



Eastgate Elementary Event



Robinswood House Event

Questions & Comments: If you have any questions or comments, please contact one of the following project managers:

Michael Bergstrom
Planning & Community Development Department
mbergstrom@bellvuewa.gov
425-452-6866

Franz Loewenherz
Transportation Department
floewenherz@bellvuewa.gov
425-452-4077

Scoping of Environmental Issues This project will be informed in part by environmental analyses, using a process referred to as "SEPA/GMA Integration" by the State Environmental Policy Act. To make sure environmental considerations are an integral part of the development and evaluation of alternatives, the project will start identifying or "scoping" environmental issues early in the process. The March 31, 2010, open house will provide the first, but not the last, opportunity to identify environmental issues. A formal SEPA determination will occur at a later stage in the planning process.

Title VI Notice to Public It is the City of Bellevue's policy to assure that no person shall on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participating in, be denied the benefit of, or be otherwise discriminated against in any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with the Title VI Coordinator. For Title VI complaint forms and advice, please contact the Title VI Coordinator at 425-452-4270.

♿ **Wheelchair accessible.** American Sign Language (ASL) interpretation available upon request. Please call at least 48 hours in advance.

For more information, contact Service First 425-452-6800

中文服務中心：電話 425-452-6800 傳真：425-452-6800
Bản thông tin chi tiết về dự án này có thể được tìm thấy tại:
www.bellvuewa.gov/servicefirst
Para más información, por favor, comuníquese con "Service First"
(Servicio al Cliente) al 425-452-6800.
Để biết thêm chi tiết, xin liên hệ với Dịch Vụ Khách Hàng
(Dịch vụ Khách hàng) số 425-452-6800.



ECWSS
Project Customer



The Eastgate/I-90 Land Use & Transportation Project

You're invited to start a conversation about
the future of the Eastgate/I-90 Corridor at an

Open House
Wednesday, March 31, 2010

Choose the time and location that is convenient for you:
Robinswood House 2430 146th Avenue SE
1:00 pm - 3:00 pm
Eastgate Elem. School 4255 153rd Avenue SE
5:00 - 7:00 pm
1:30 pm - Presentation 5:30 pm - Presentation



Open house flyer sent to 25,000 households.



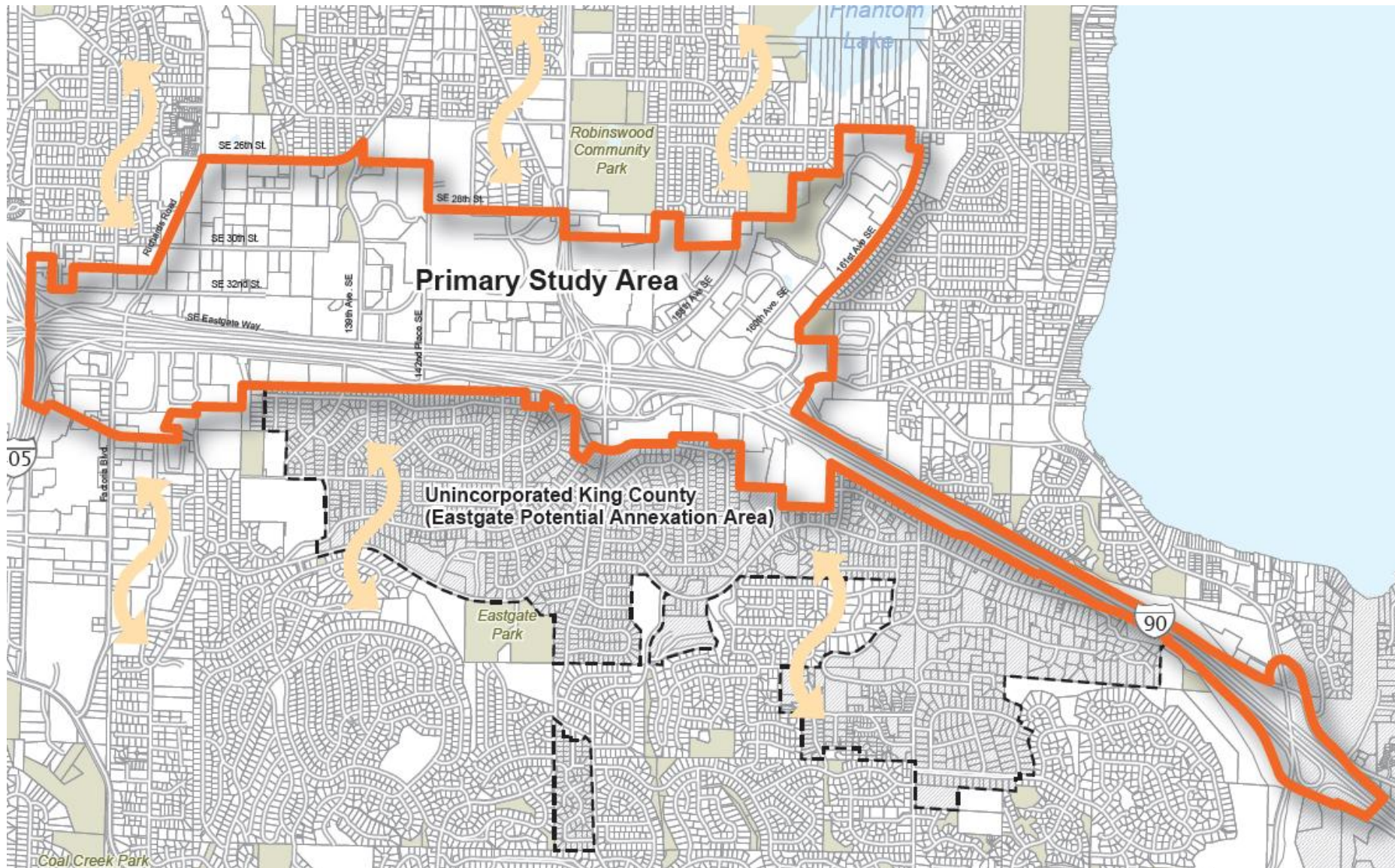
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Community Involvement



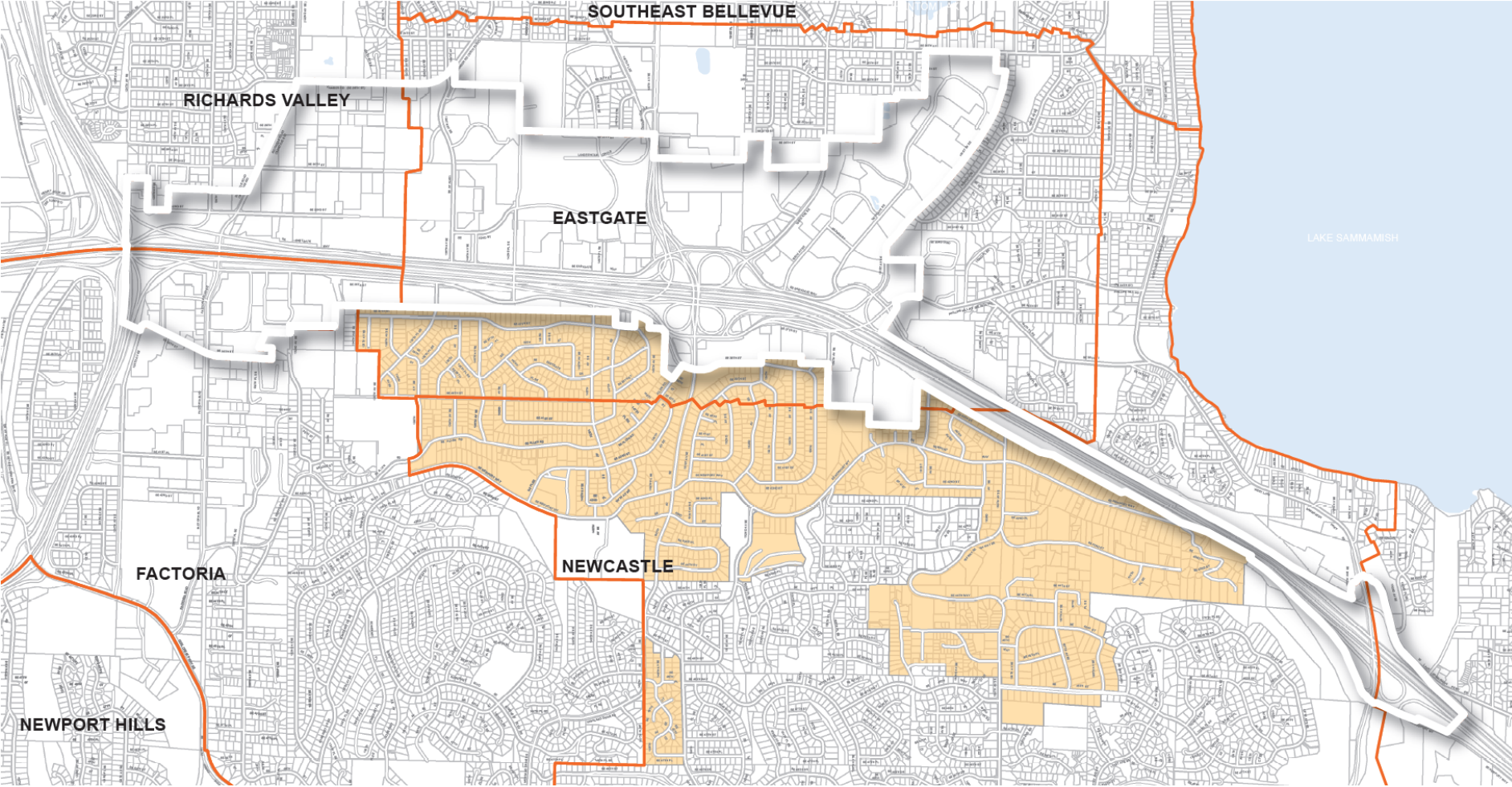
Eastgate/I-90 Land Use & Transportation Project

What is Eastgate/I-90?



Eastgate/I-90
Land Use & Transportation Project

Eastgate/I-90 Study Area



Eastgate/I-90
Land Use & Transportation Project

Eastgate/I-90 Subareas



From the Collections of Eastside Heritage Center



From the Collections of Eastside Heritage Center



Eastgate/I-90
Land Use & Transportation Project

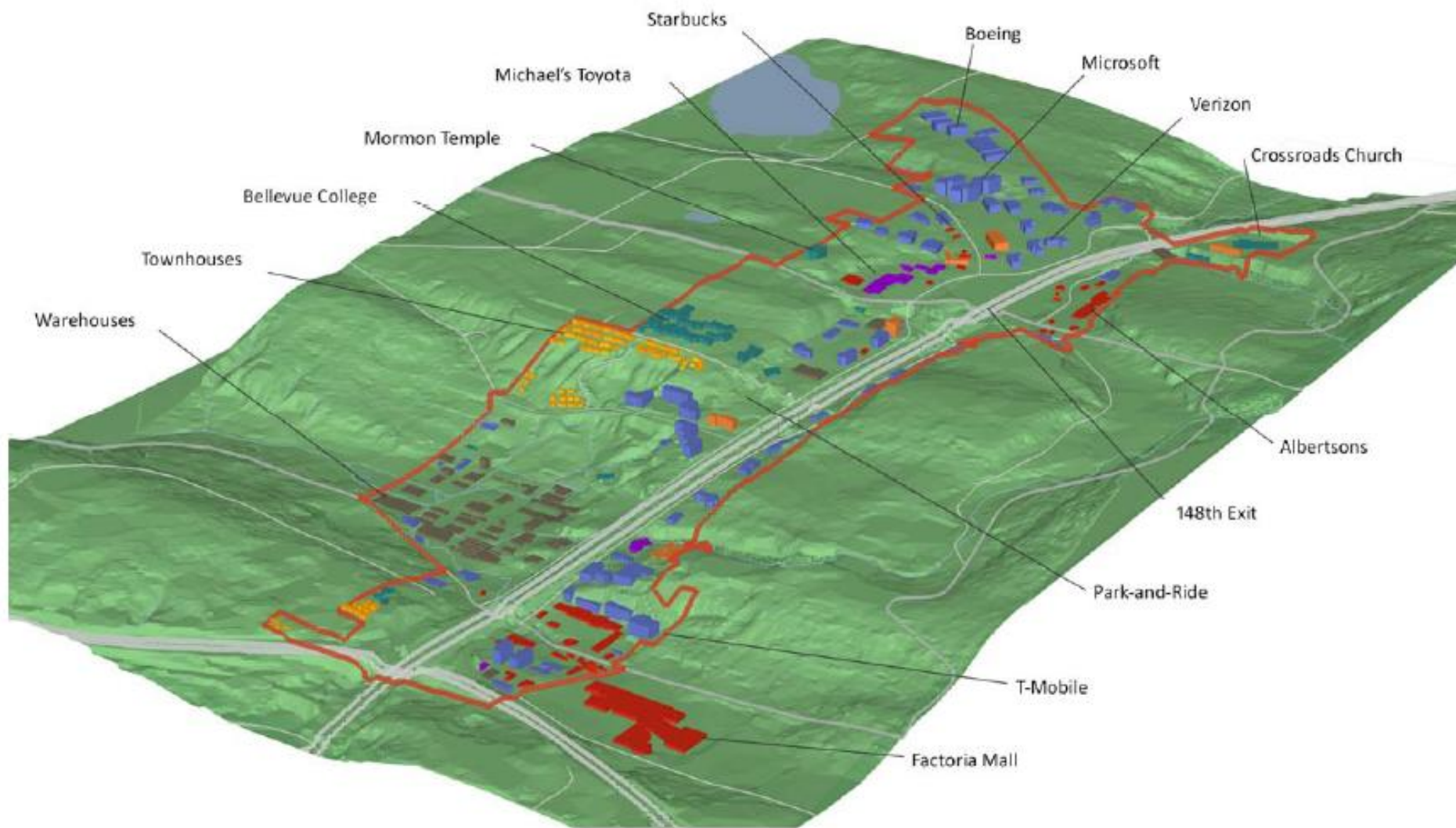
The Corridor Yesterday



Eastgate/I-90

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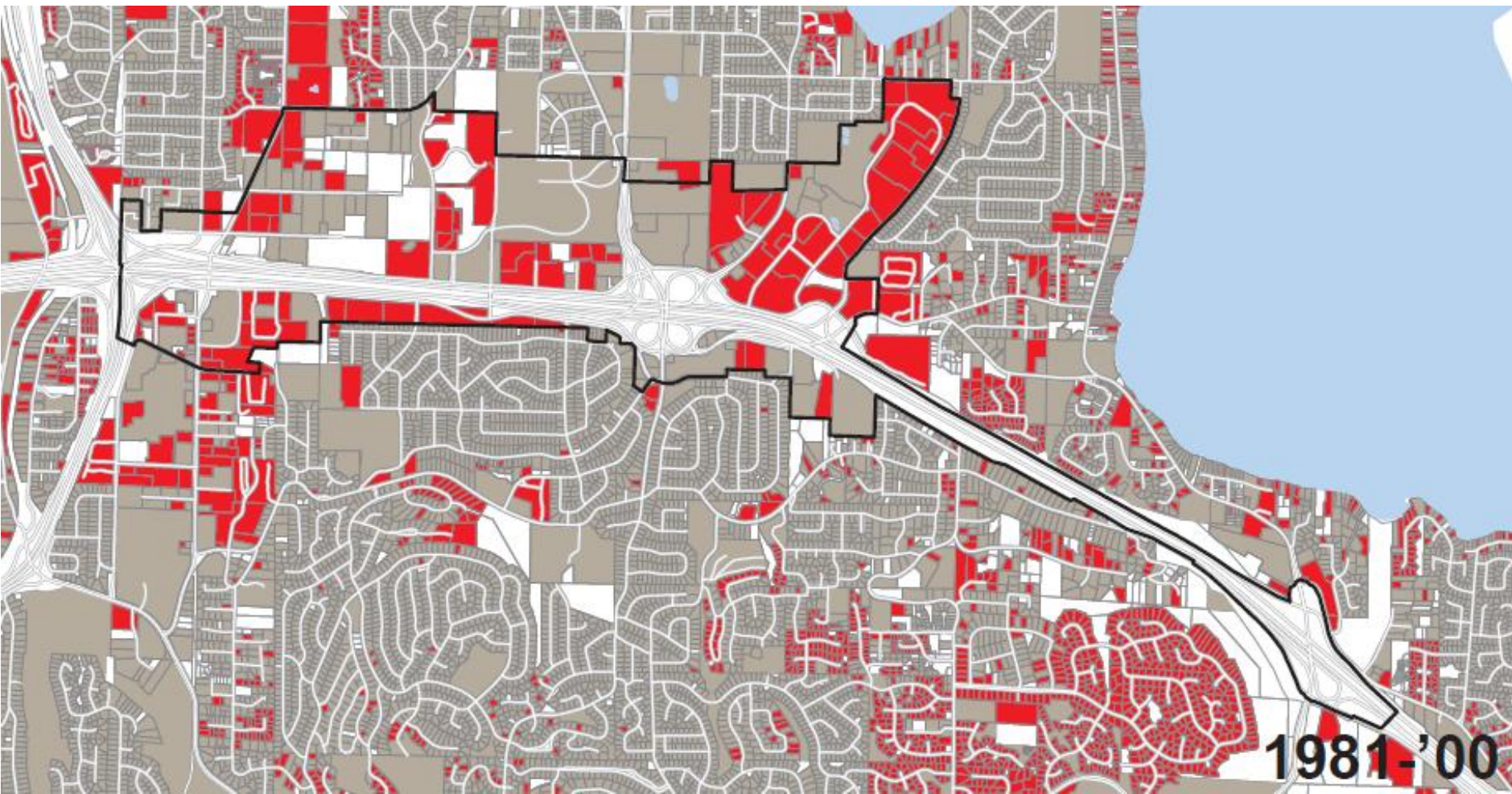
The Corridor Today



Eastgate/I-90

Land Use & Transportation Project

The Corridor Today



Eastgate/I-90
Land Use & Transportation Project

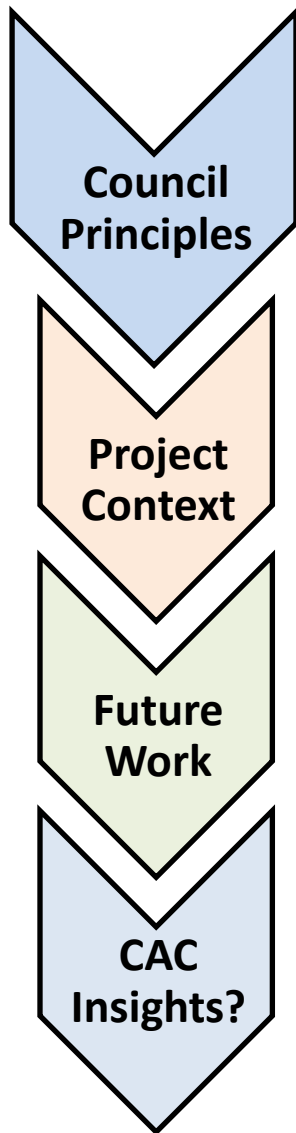
Building Age

What Do You Like?



What's Not So Good?





1) Economic Development & Neighborhood Services

2) Multi-Modal System & Street Connectivity

3) Urban Design

4) Smart Growth & Sustainability

Note: State Facilities, Bellevue College, and Fiscal Constraints not addressed.



“Enhance the Eastgate corridor’s economic vitality without degrading mobility in other parts of the City, and ensure that it continues to contribute to the diversity of the City’s economic mix.”

For Future CAC Consideration:

- What type of land use changes should be promoted and where?
- What can be done to retain/attract new businesses to the area?
- What infrastructure improvements are needed and how should they be timed and coordinated with future development?
- How can growth in Eastgate remain compatible with and support surrounding land uses?

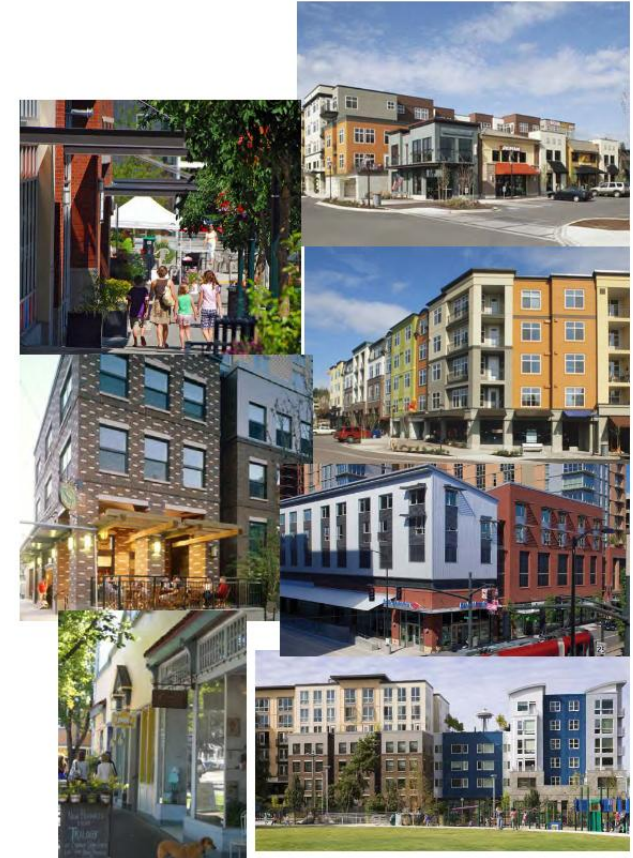


Photo Source: <http://www.gglo.com/project.aspx?projectId=171&catId=5>

“Access to banking and lunch are important for office tenants/employees.”

“Zoning is a big barrier to change.”

“It would be really great to have some mixed use allowances.”

“There is potential to increase the non-SOV mode split in this area with the right type of development.”

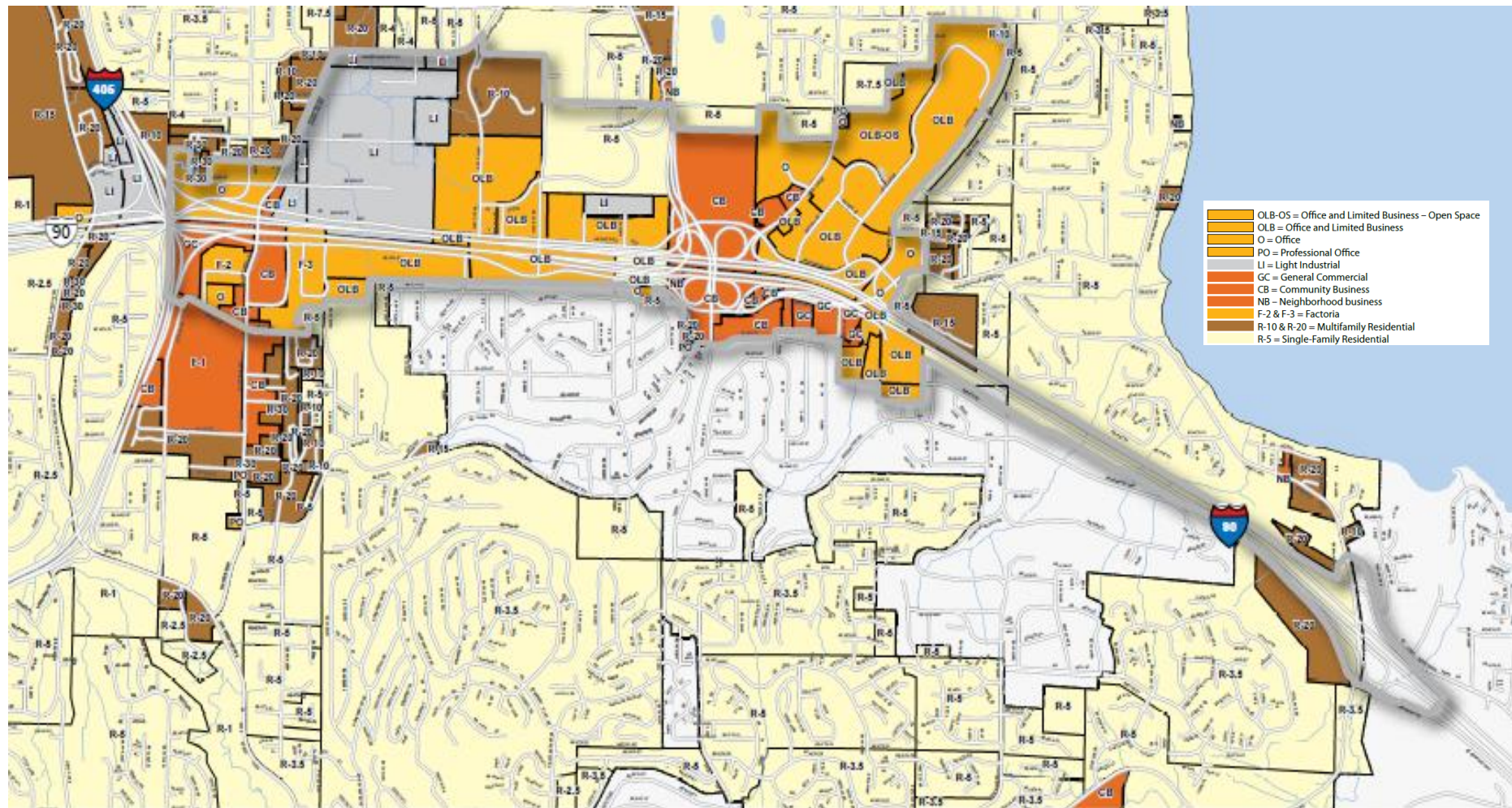


“(Eastgate is) ideally located to become the next hub of commerce for Bellevue.”

“This area needs to be re-zoned to allow for higher density business that will provide more jobs.”

“We don’t need hotel corridors or more office space.”

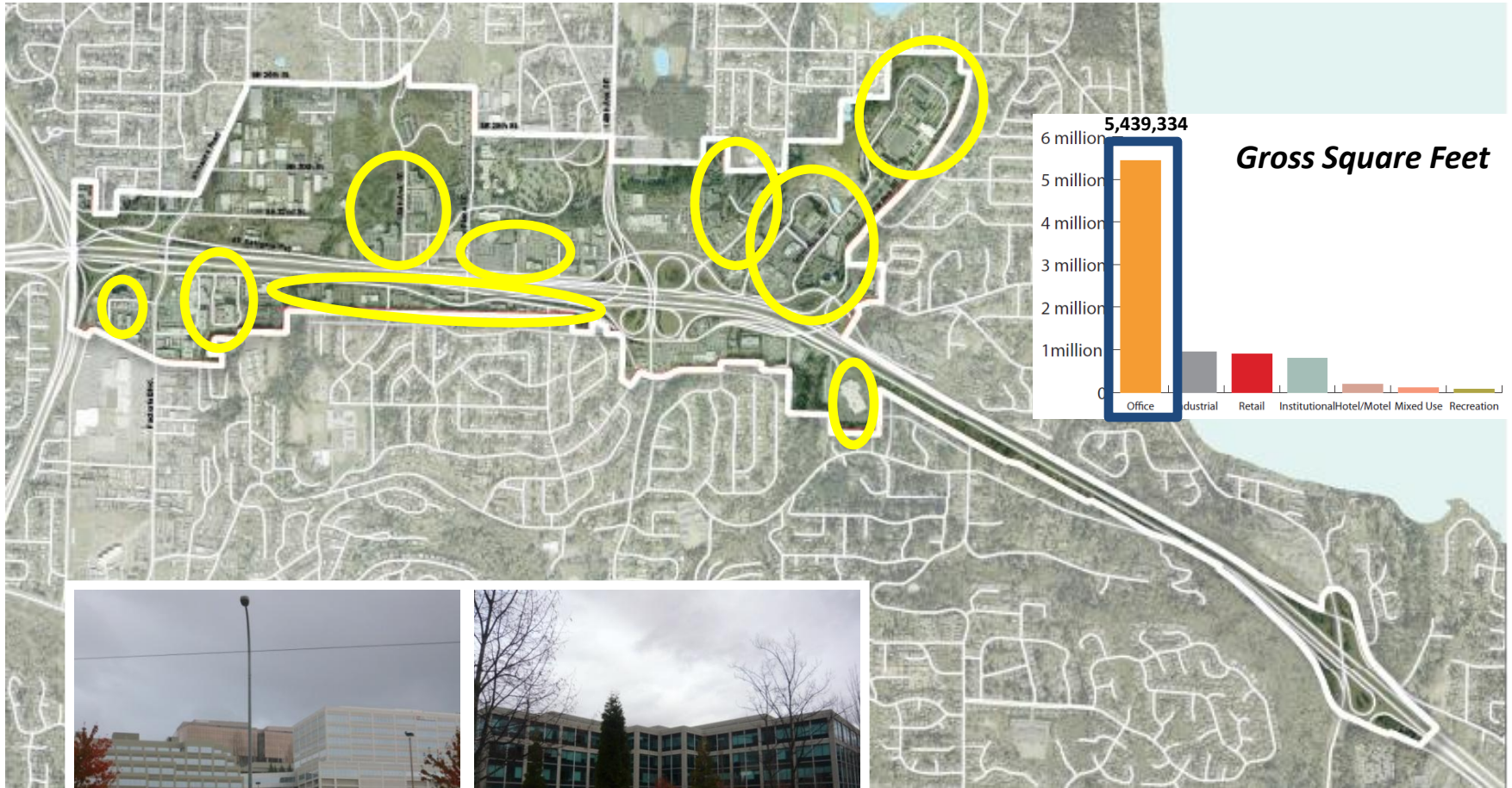
“Do not need more development contributing to more cars.”



Eastgate/I-90

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Existing Zoning



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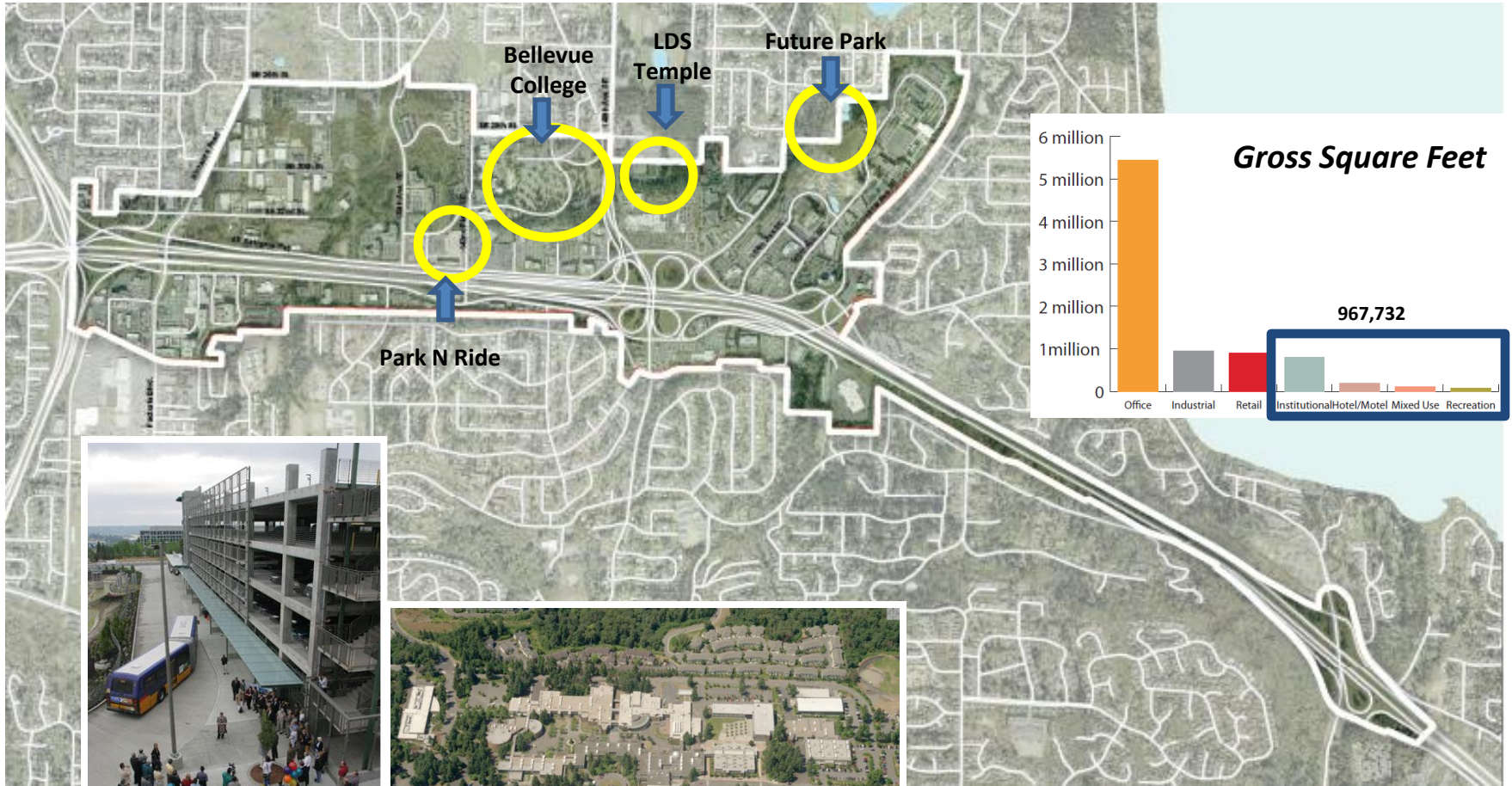
Office Concentrations



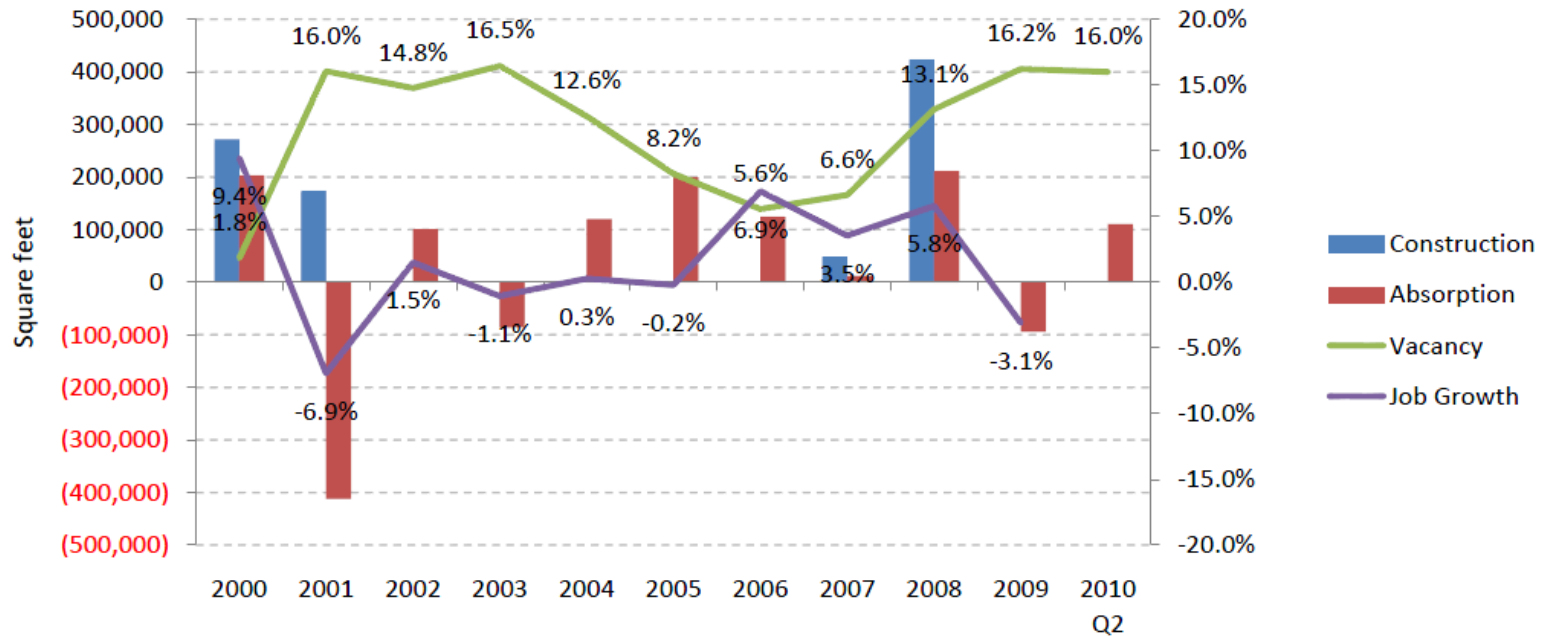


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Retail Nodes



Eastgate/I-90 Subarea Office Construction and Absorption vs. Market Vacancy and Annual Job Growth



	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010 Q2
Construction	271,286	173,653	0	0	0	0	0	48,523	423,250	0	0
Absorption	202,677	(411,577)	100,799	(85,547)	119,714	199,938	124,093	11,797	211,170	(94,412)	110,554
Vacancy	1.8%	16.0%	14.8%	16.5%	12.6%	8.2%	5.6%	6.6%	13.1%	16.2%	16.0%
Job Growth	9.4%	-6.9%	1.5%	-1.1%	0.3%	-0.2%	6.9%	3.5%	5.8%	-3.1%	N/A



566,842 square feet were occupied within the last year.

Source: Washington Partners



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Signs of the Time



Development Opportunities in the
Eastgate/ I-90 Corridor

Prepared for the City of Bellevue

June 7, 2010



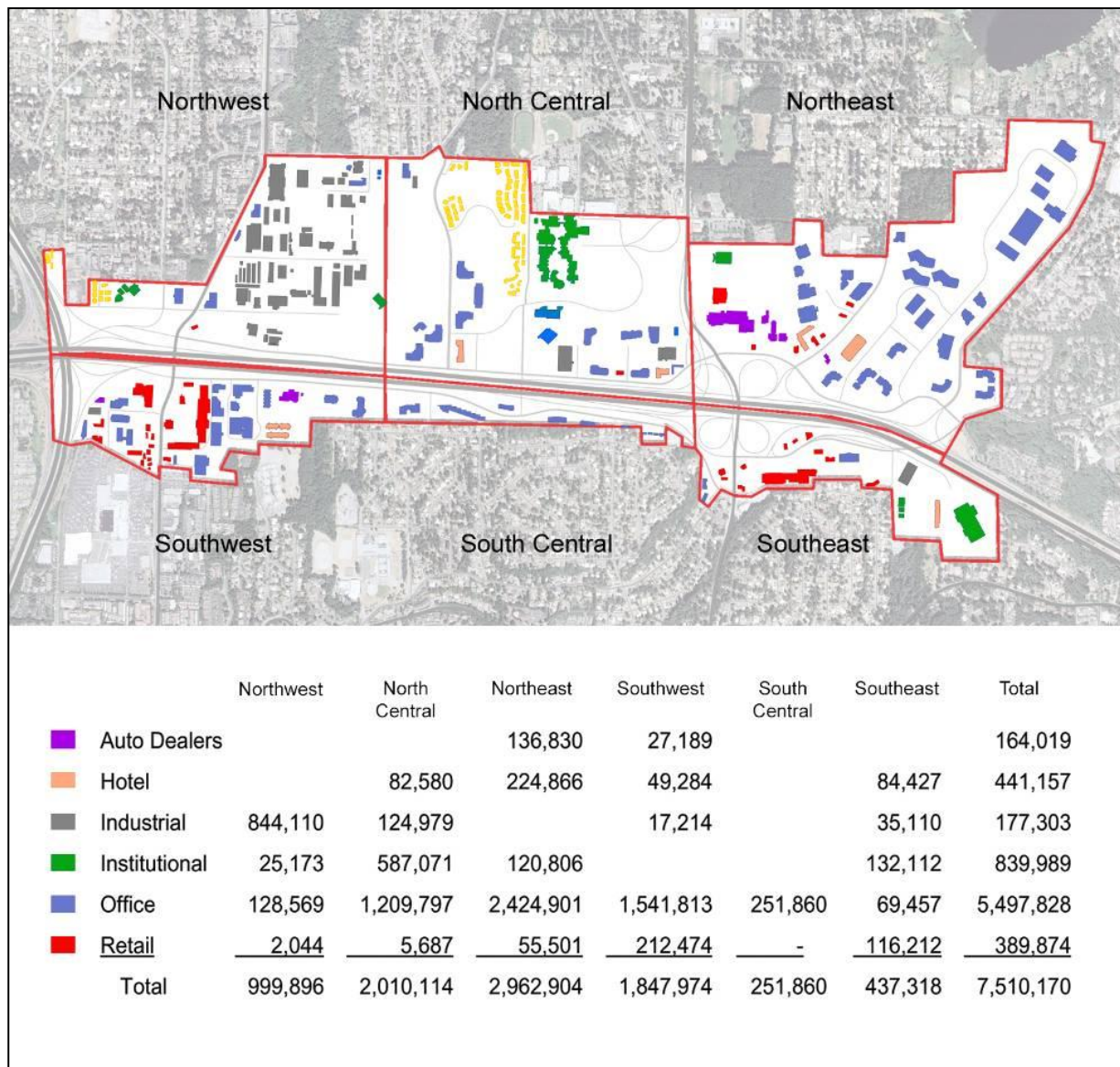
Four basic questions:

- What is the **potential for more employment** uses; how does this area **complete with other employment centers**?
- How can **retail uses be retained and strengthened** to continue to serve adjacent neighborhoods and the business corridor?
- How much more **residential space** might be developed here?
- What is the potential for **transit-oriented development**, especially at the park-and-ride?



Eastgate/I-90 Land Use & Transportation Project

Background Reports

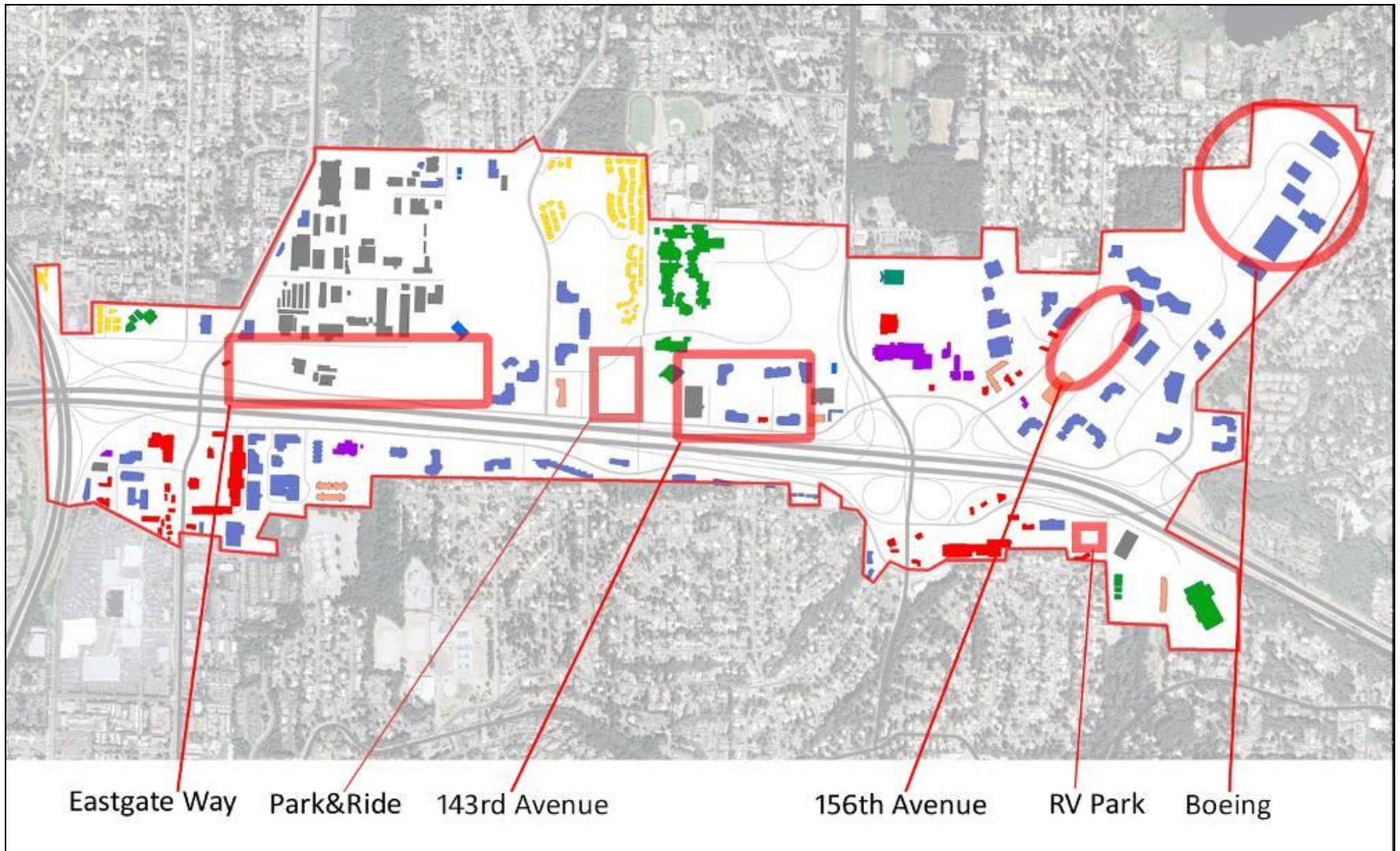


Source: Spinnaker Strategies, Development Opportunities in the Eastgate/I-90 Corridor



- One of the region's primary business centers
- Proximity to the freeway system
- Convenient access to urban services, educational resources, natural recreational amenities
- Market demand for growth
- Potential for office, retail, residential, start-up & R&D uses, hotel

Source: Spinnaker Strategies, Development Opportunities in the Eastgate/I-90 Corridor

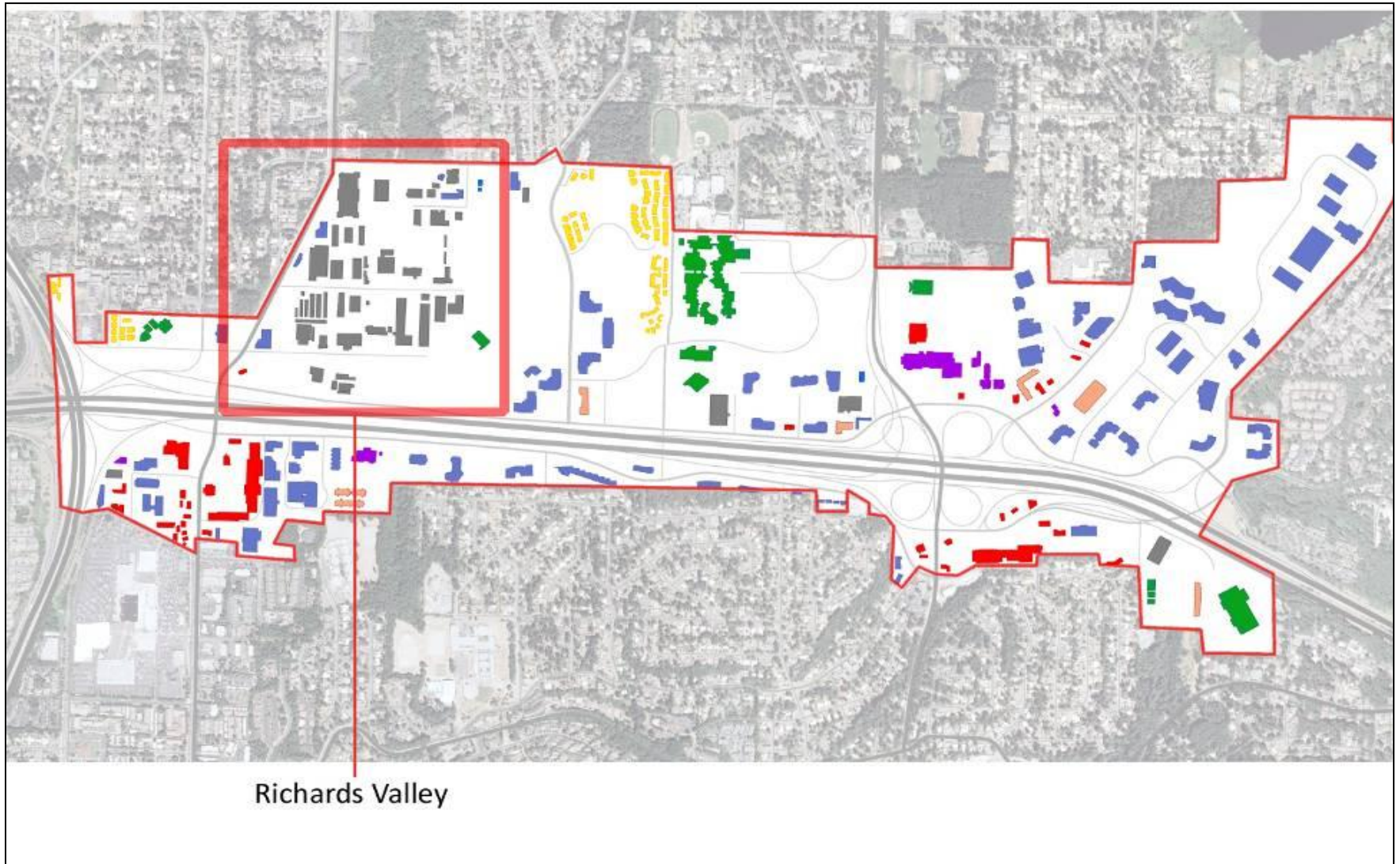


Source: Spinnaker Strategies, Development Opportunities in the Eastgate/I-90 Corridor



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Office Opportunities

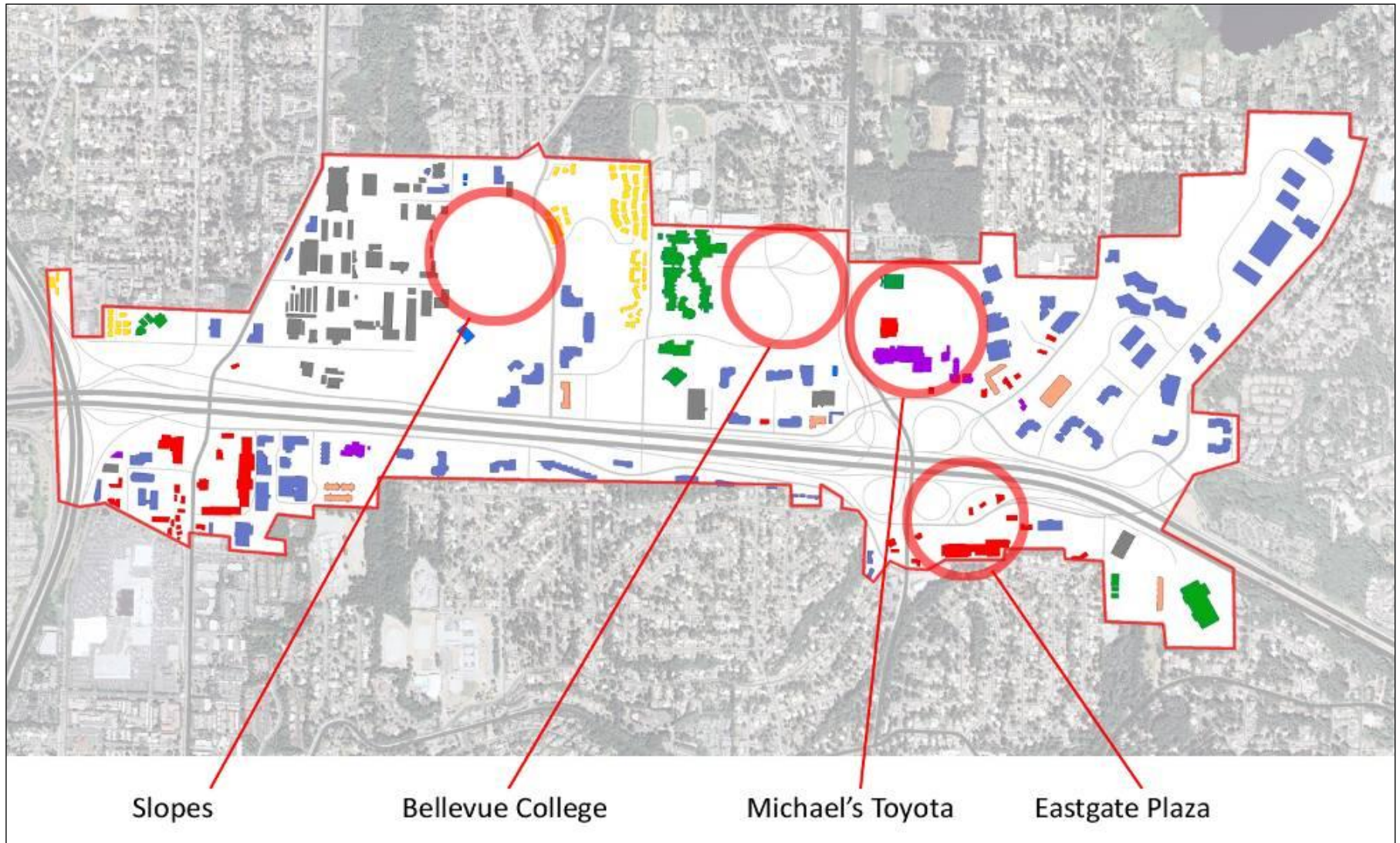


Source: Spinnaker Strategies, Development Opportunities in the Eastgate/I-90 Corridor



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R & D Opportunities

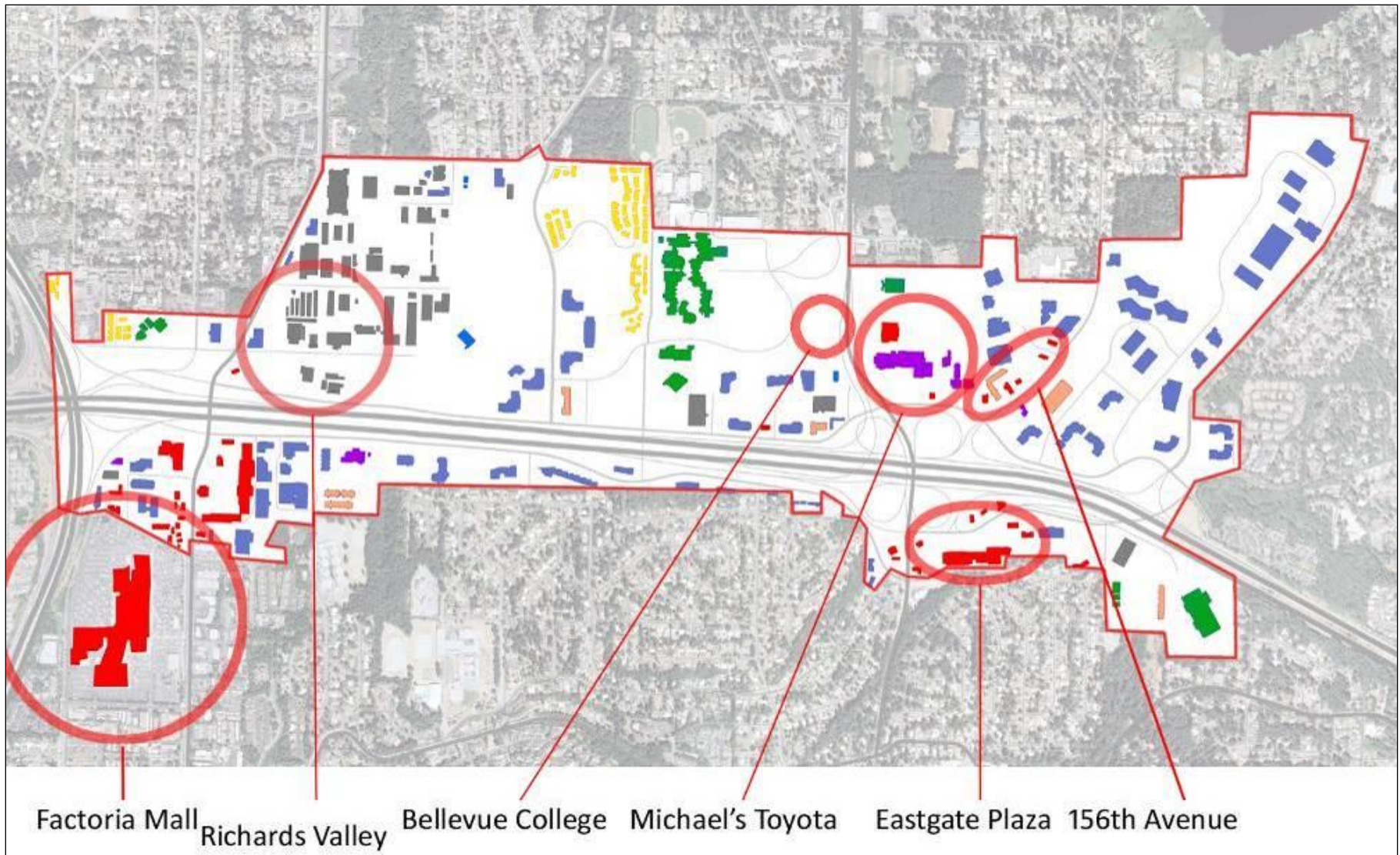


Source: Spinnaker Strategies, Development Opportunities in the Eastgate/I-90 Corridor



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Residential Opportunities



Source: Spinnaker Strategies, Development Opportunities in the Eastgate/I-90 Corridor



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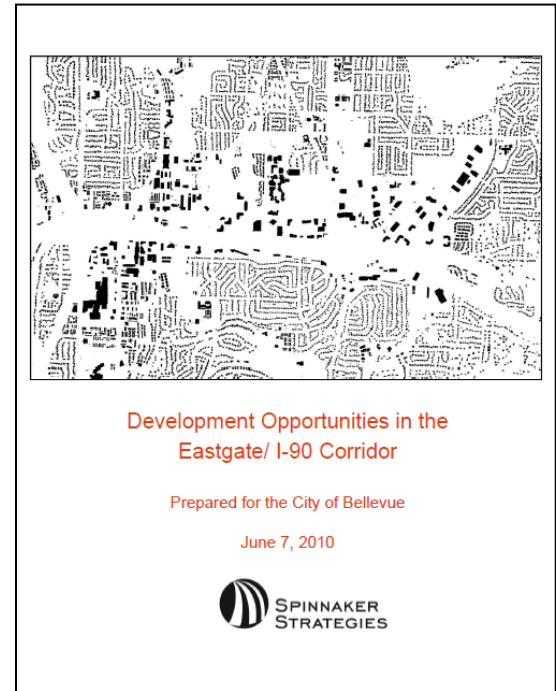
Retail Opportunities

Demand by Year 2030

- 1.5 million sq ft of office
- 200 new hotel rooms
- 1,800 residential units

Additional Conclusions

- Factoria Mall – Important to corridor
- Neighborhood Shopping – Grocery store opportunities limited
- Richards Valley – Incubator/R&D companies, mixed-uses
- Bellevue College – Potential for residential & retail
- To stay competitive, corridor needs more services and amenities



Challenges

- Competition with other Eastside markets
- Embedded/recent investment
- Streams, wetlands, slopes
- Limited road capacity/connectivity
- Institutional holdings

Opportunities & Tools

- Flexible zoning
- Local & Business Improvement Districts
- Density bonuses and transfers
- Public anchors and subsidized infrastructure



“Retain and enhance neighborhood-oriented services and businesses, which are important to nearby residents of Bellevue and the adjacent Eastgate potential annexation area.”

For Future CAC Consideration:

- Where and how should additional neighborhood-oriented services be provided?
- How can the continued viability of existing neighborhood-oriented services over the long-term be assured?
- What character will make these uses successful and a good fit for the Eastgate area?



Photo Source: <http://www.gglo.com/project.aspx?projectId=171&catId=5>

“Existing groceries/shopping centers are old, would benefit from remodeling.”

“The kinds of services most often looked for are shopping, quality dining, dry cleaning, recreation opportunities.”

“People want a shopping experience; new lifestyle centers are more dynamic and attractive.”

“Walkability is important.”



“Would like to see more village type shopping centers, not strip malls.”

“Need to connect retail area to neighborhoods.”

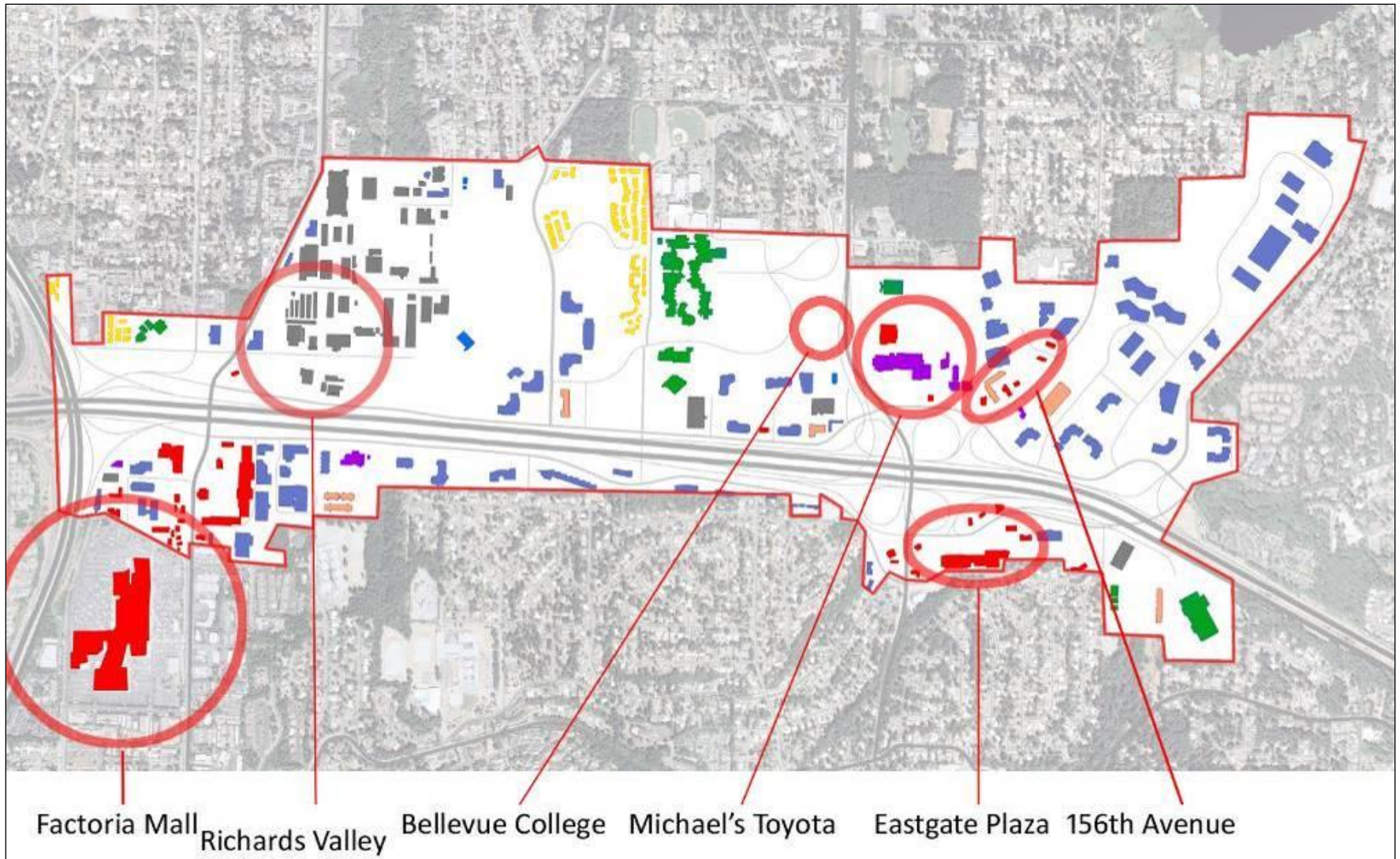
“Factoria or Eastgate needs a Trader Joe’s, Whole Foods, or PCC.”

“(It needs) interesting retail and strong transit support to the neighborhoods to make it really easy not to drive everywhere.”



Market Report Observations and Conclusions:

- Need exists north of I-90 for people to shop, eat, and gather
- Retail potential east of Michael's Toyota
- Entrance to Bellevue College at 148th could support 10,000 – 15,000 sf retail, if anchored by a library, sports facility, etc
- Bellevue is overserved by supermarkets
- Mixed-use, TOD, or other development models could reinforce the economic performance of Eastgate Plaza
- Best opportunities for retail development are at Factoria Mall
- Big box retail in Richards Valley could generate tax revenue, but would create little synergy with other uses



Source: Spinnaker Strategies, Development Opportunities in the Eastgate/I-90 Corridor

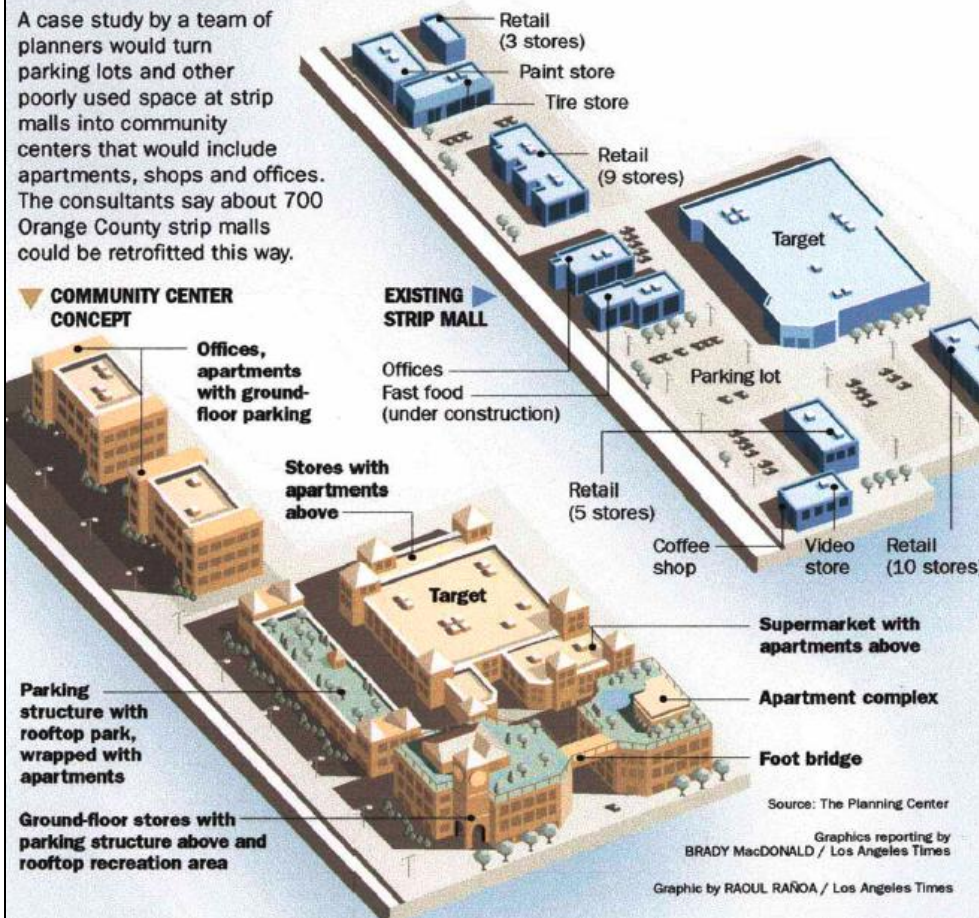


Eastgate/I-90
Land Use & Transportation Project

Retail Opportunities

Creating a Village

A case study by a team of planners would turn parking lots and other poorly used space at strip malls into community centers that would include apartments, shops and offices. The consultants say about 700 Orange County strip malls could be retrofitted this way.



POLICY ED-28. Facilitate the redevelopment and re-invigoration of older neighborhood shopping centers that are experiencing decline. Work with stakeholders to transform such centers into high quality and dynamic retail/mixed use commercial areas that also provide a gathering place and sense of community for the neighborhood.

Revitalizing Old Shopping Centers

1. Intensify development
2. Fill in parking lots
3. Build structured parking
4. Support pedestrian activity



- Further evaluate office development location opportunities
- Engage employers on ideas to keep the corridor competitive and vibrant
- Review development codes and zoning maps to identify barriers to growth
- Identify geographic subareas for more detailed study (e.g., Richards Valley, Eastgate Plaza, other); evaluate transition examples elsewhere
- Evaluate relationships of study area to surrounding residential areas
- Inform land use scenarios taking into account environmental considerations
- Perform economic testing of emerging land use alternatives



Economic Development & Neighborhood Services: Discussion of Issues & Opportunities

“Continue to evolve Eastgate’s transportation infrastructure to a high performing, multi-modal system, including coordinating with service providers on increased transit service to the area.”

For Future CAC Consideration:

- How should the City and other transportation providers respond to anticipated growth in travel in the Eastgate I-90 area in a way that offers the public choices about how they travel within, to, and through this corridor?
- How should the City of Bellevue coordinate with Metro and Sound Transit to create a seamless, fully integrated, and user friendly network of transit services?
- Where and how should the City of Bellevue address the transportation needs of bicyclists and pedestrians?



“Park-and-ride should really be a “Transit Center”.

“It makes sense to improve bus service because people come from all over.”

“Try to get people to carpool.”

“Funding to improve pedestrian and bicycle connections in the corridor should be a first priority.”

“For public transportation, there aren’t any direct routes.”

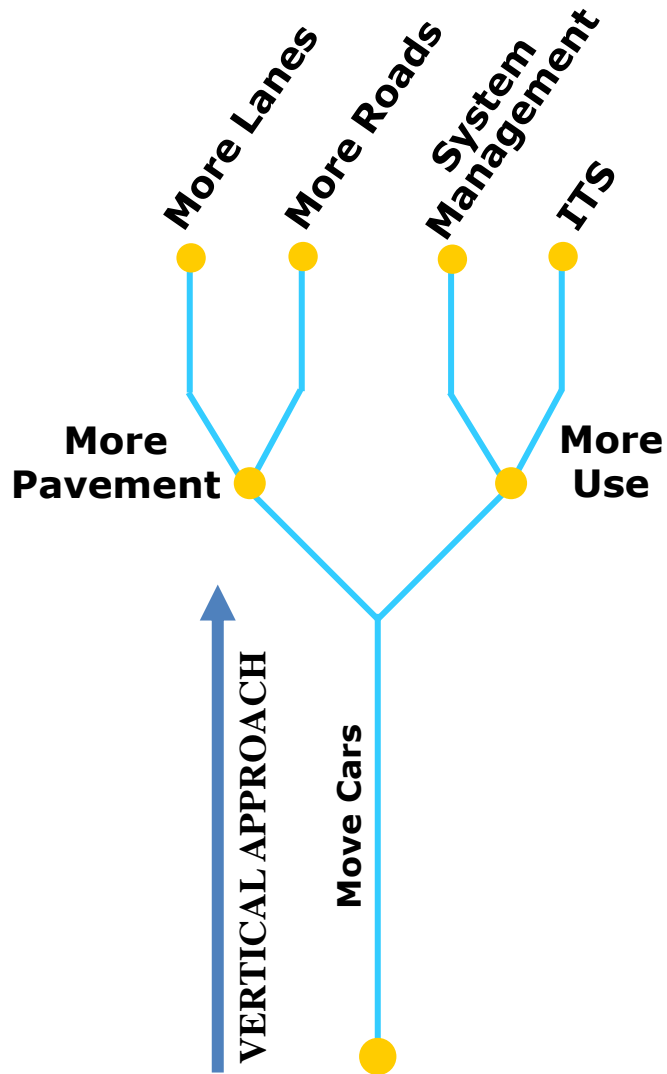


“Start planning now for possible Sound Transit 3.”

“Bus transportation is limited in that there are no east-west routes.”

“(T)he Eastgate Park & Ride has the best commute into Seattle from anywhere on the Eastside.”

“Would like to walk and bike and use the bus to get places, but cars are the only practical choice right now.”

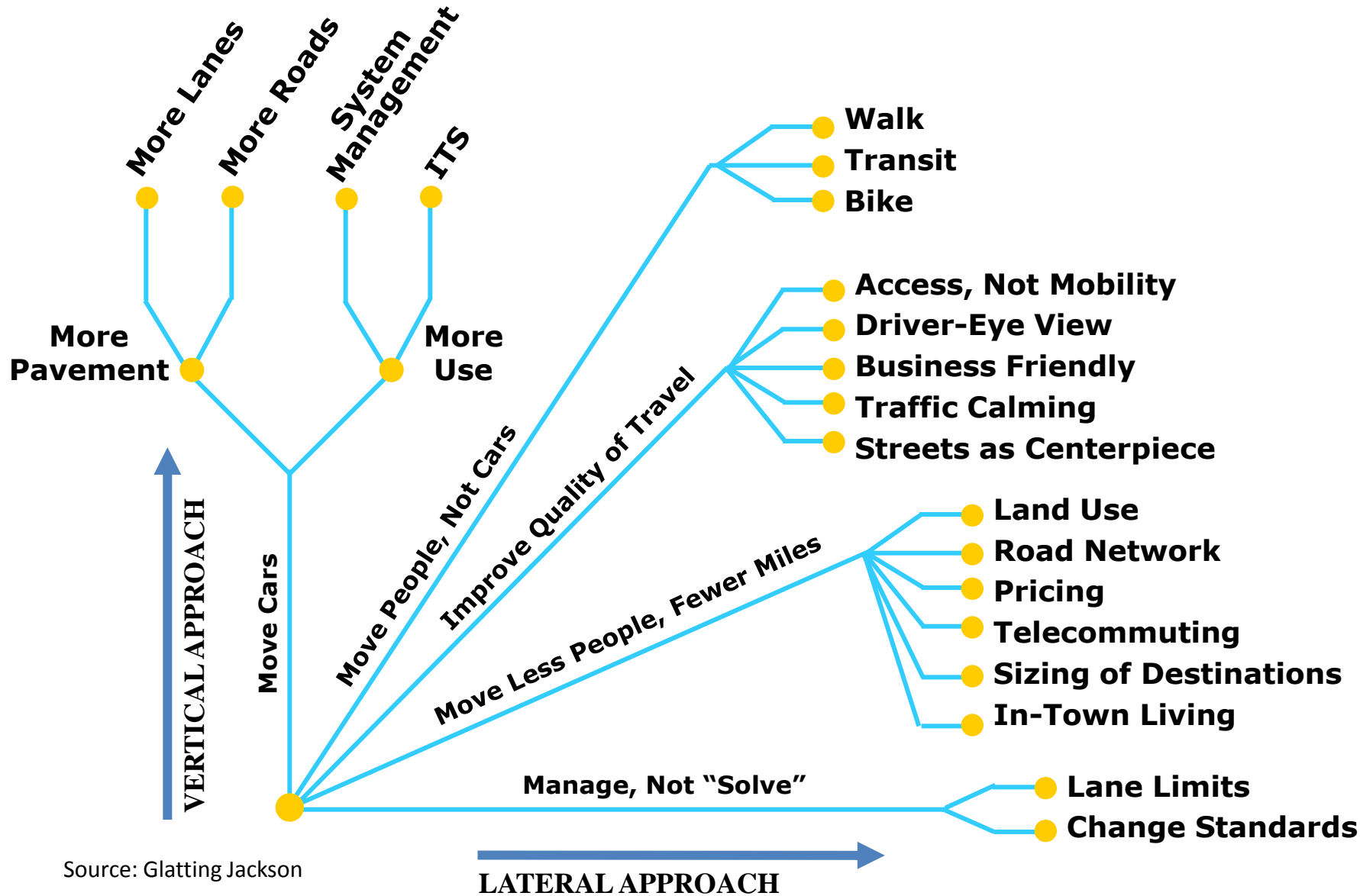


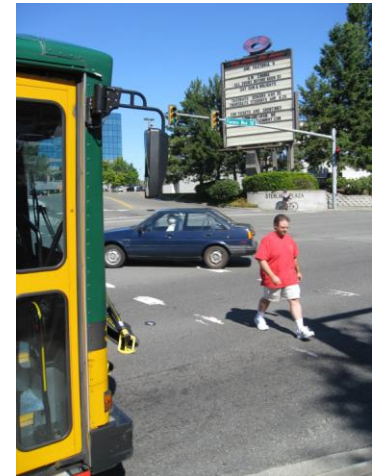
Source: Glatting Jackson



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Land Use & Transportation Project

Traditional Approach





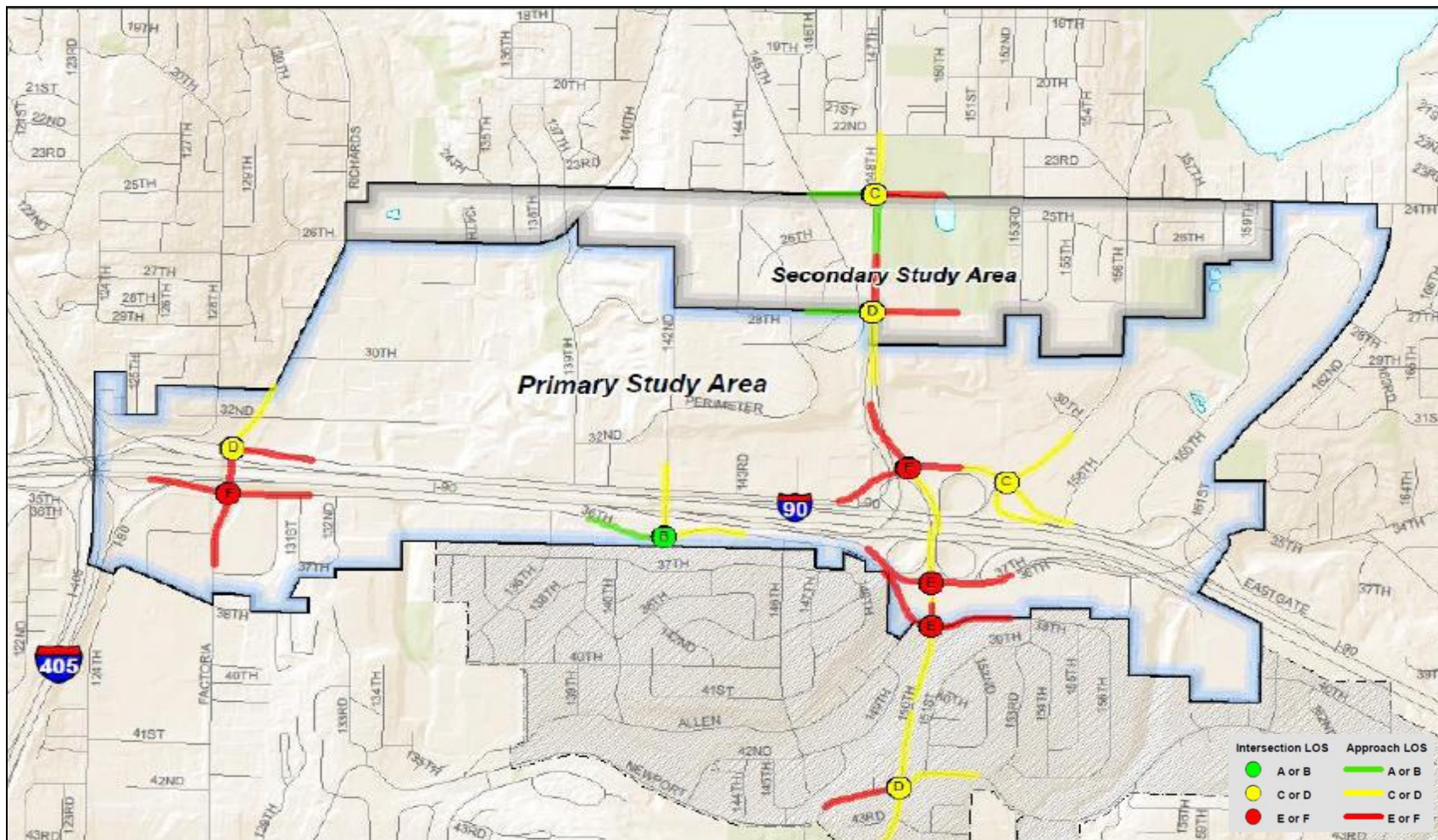
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Provide Options to All Users

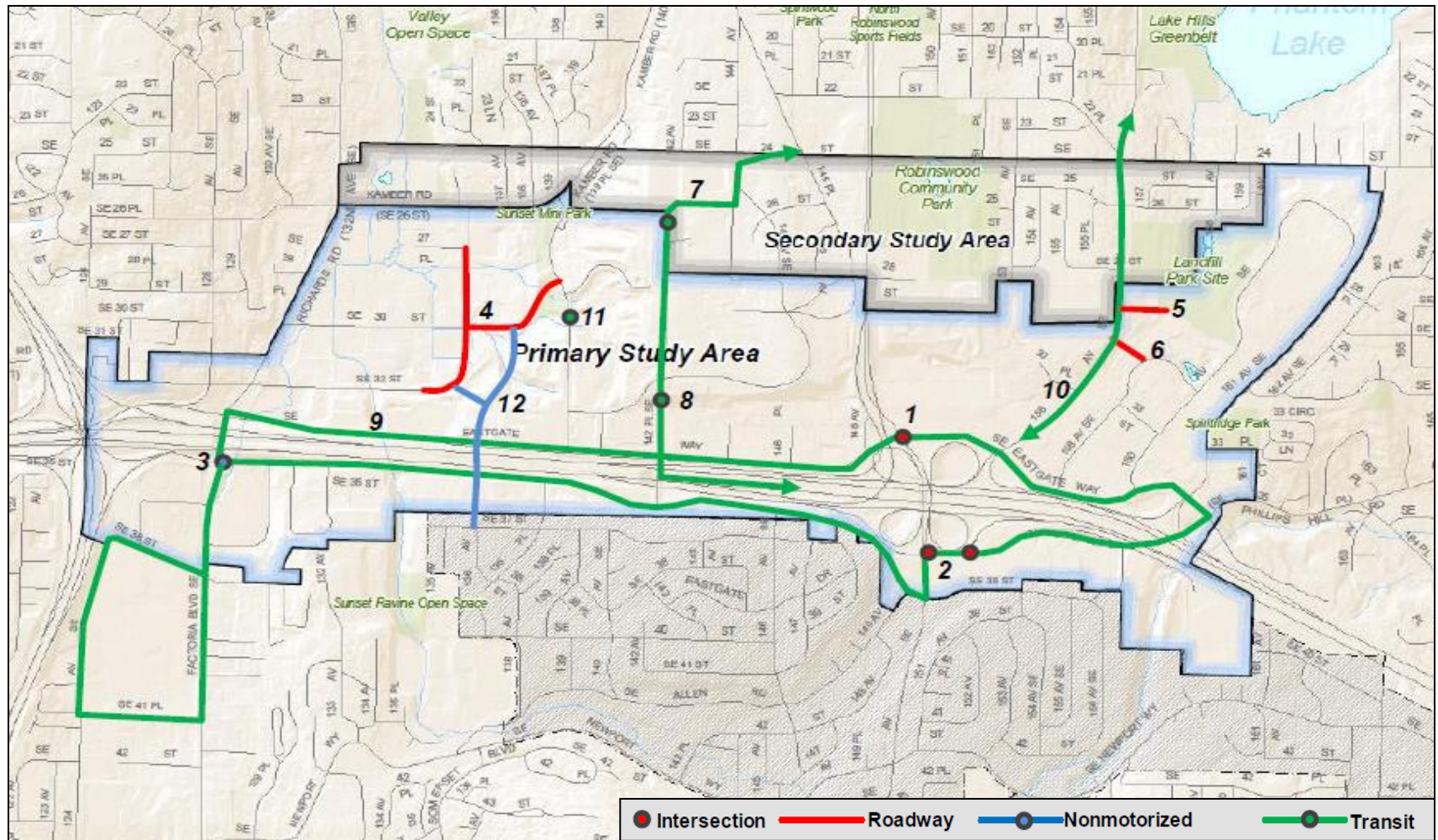
- Bring place and thoroughfare design together
- Balance
 - Safety
 - Mobility
 - Community objectives
 - Environment
- Multimodal
- Involve public, stakeholders
- Interdisciplinary teams
- Flexibility in design
- Incorporate aesthetics



2030 Original (Base) Land Use Alternative - PM Peak Hour Level of Service (Synchro Model)



Preliminary Recommended Projects



Eastgate/I-90
Land Use & Transportation Project

Preliminary Analysis

RANGE OF SOLUTIONS FOR MAINLINE CONGESTION

INCREASE EFFICIENCY (ON-ROUTE)

- Signal Coordination
- Manage Access
- Change Intersection (See Intersection Congestion)
- Time Based Changes (Reversible Lanes, Off-Peak On-Street Parking, etc.)
- Corridor-wide ITS
- One Way/Two Way Corridor Conversion

USE ALTERNATIVE MODES

- Bicycling
- Walking
- Transit Use

EVALUATE LEVEL OF SERVICE STANDARDS

INCREASE CAPACITY (ON-ROUTE)

- Add Lanes
- Reconfigure

USE ALTERNATIVE ROUTES (OFF-ROUTE)

- Build New Route
- Re-Direct Traffic to Existing Routes
- Augment Existing Network

MANAGE DEMAND (ON & OFF-ROUTE)

- TDM (Telecommuting, Employee Transit Passes, Employee Shuttles, etc.)
- Land Use Policies

RANGE OF SOLUTIONS FOR INTERSECTION SAFETY

MODIFY INTERSECTION CONTROL

- 2-Way Stop
- 4-Way Stop
- Signal
- Roundabout
- Grade Separation

SIGNAL TIMING

- Extend Yellow Phase
- Extend All Red
- Modify Cycle Length
- Consider Activated vs. Pretimed
- Protected Instead of Permissive Left Turn

MODIFY GEOMETRY

- Relocate Signal Mast Arms
- Add Turn Lanes
- Modify Alignment
- Increase/Decrease Curb Radius
- Evaluate Proximity of Curb Cuts to Signal
- Restrict/Modify Turning Movements
- Review Bicycle Striping

IMPROVE ROAD SURFACE

ENHANCE SIGHT LINES (ROADSIDE ELEMENTS)

- Vertical Curve
- Horizontal Curve
- Relocate Landscaping

EVALUATE INTERSECTION CONTROL MEASURE

- Relocate Signage
- Move Stop Bar Location

INCREASE ENFORCEMENT

- Camera
- Police

IMPROVE PEDESTRIAN/ADA ELEMENTS

- Ramps
- Pedestrian Crossing Signals
- Pedestrian Refuge
- Review Location of Bus Stops
- Review Markings

PROVIDE OR UPGRADE ILLUMINATION

RANGE OF SOLUTIONS FOR INTERSECTION CONGESTION

RECONFIGURE (AT LOCATION)

- Change Lane Configuration
- Grade Separate
- Roundabout

CHANGE OPERATIONS (AT LOCATION)

- Reconfigure Signal
- Restrict Turns

DEVELOP NETWORK (AT A DIFFERENT LOCATION)

EVALUATE LOS STANDARDS (AROUND LOCATION)

IMPLEMENT MEASURES (AROUND LOCATION)





Bike Boxes



Buffered Bike Lane



Grade Separated Xings



Streetscape Amenities



Colored Bike Lanes



Signs & Pavement Markings



Ped Countdown Signals



ADA Curb Ramps



Shared Lane Markings



Cycle Tracks



Ped Refuge Islands



Curb Extensions

Source: Alta Planning & Design



Eastgate/I-90
Land Use & Transportation Project

Ped-Bike Facility Concepts

Additional engineering and design is needed identifying multi-modal enhancements that do not compromise safety or flow.



Eastgate/I-90
Land Use & Transportation Project

Future Work

“Increase connectivity across the Eastgate corridor, addressing the area’s numerous barriers such as its limited street and non-motorized (both pedestrian and bicycle) network, and stand-alone developments.”

For Future CAC Consideration:

- Where are the constraints and opportunities to realize improved street connectivity in the corridor?
- Where are the constraints and opportunities to realize improved pedestrian and bicycle connectivity in the corridor?
- What transportation strategies might be used to ease congestion today and sustain added capacity into the future?



The entrance to S.E. 30th Street from Richards Road.

“Maybe more pedestrian bridges like between Bellevue College to the south.”

“More connections needed across I-90 north-south.”

“As a driver I find it hard to orient myself once I get onto the surface streets in this area.”

“There are too many barriers.”

“From employees we’ve heard that it is hard to get to work.”

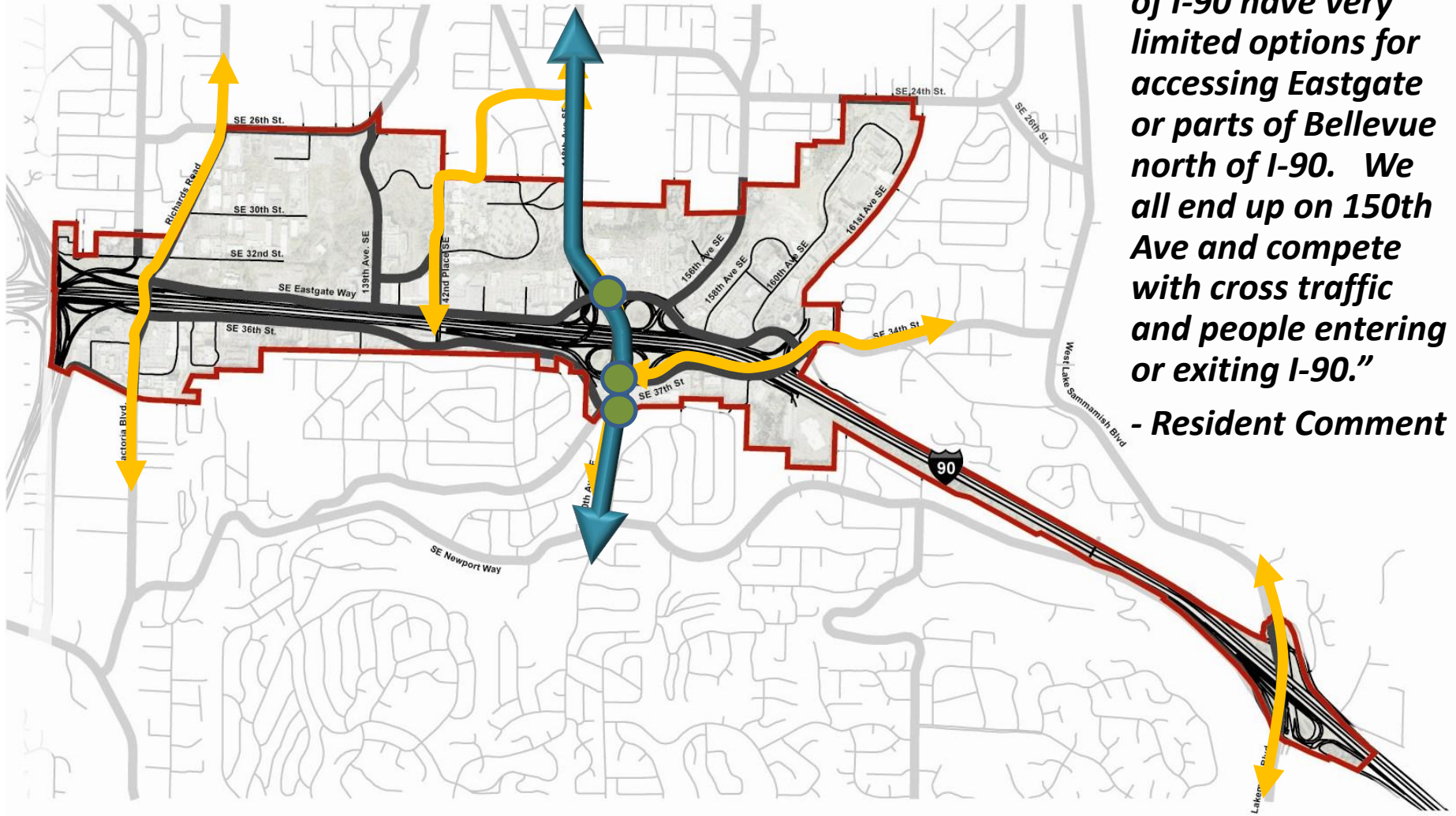


“What we need is better intra-Eastgate connectivity, and better flow between Eastgate and area north of I-90 and west of 405 – the more bridges, the better.”

“There needs to be a better way for bicyclists to cross Factoria Blvd to/from the eastern end of the I-90 trail.”

“Many of the roads don’t have sidewalks.”

“Need connections to surrounding communities.”



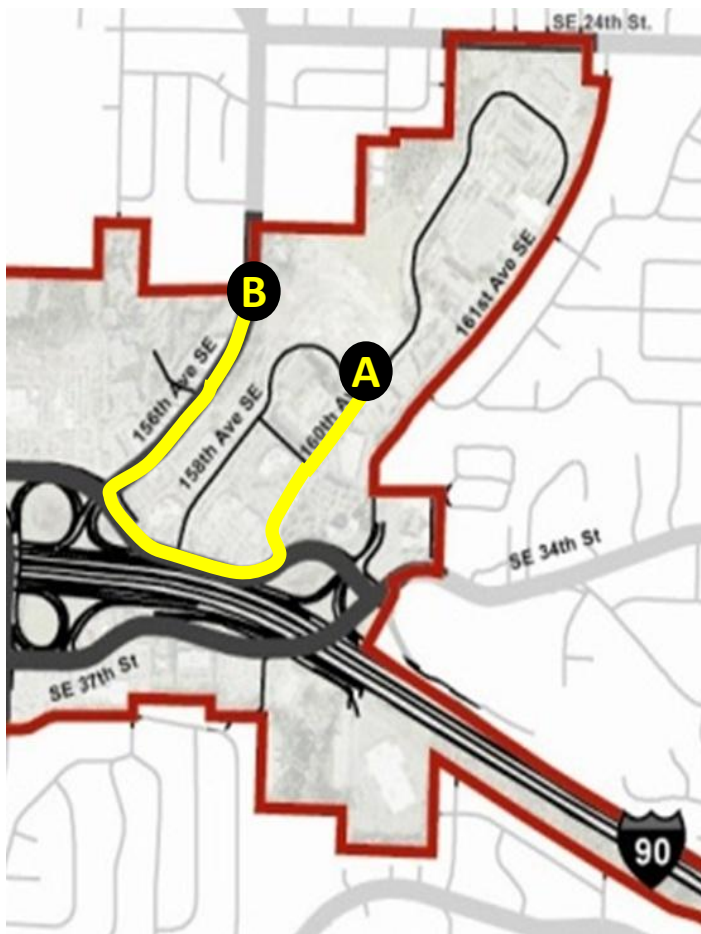
“People living south of I-90 have very limited options for accessing Eastgate or parts of Bellevue north of I-90. We all end up on 150th Ave and compete with cross traffic and people entering or exiting I-90.”

- Resident Comment



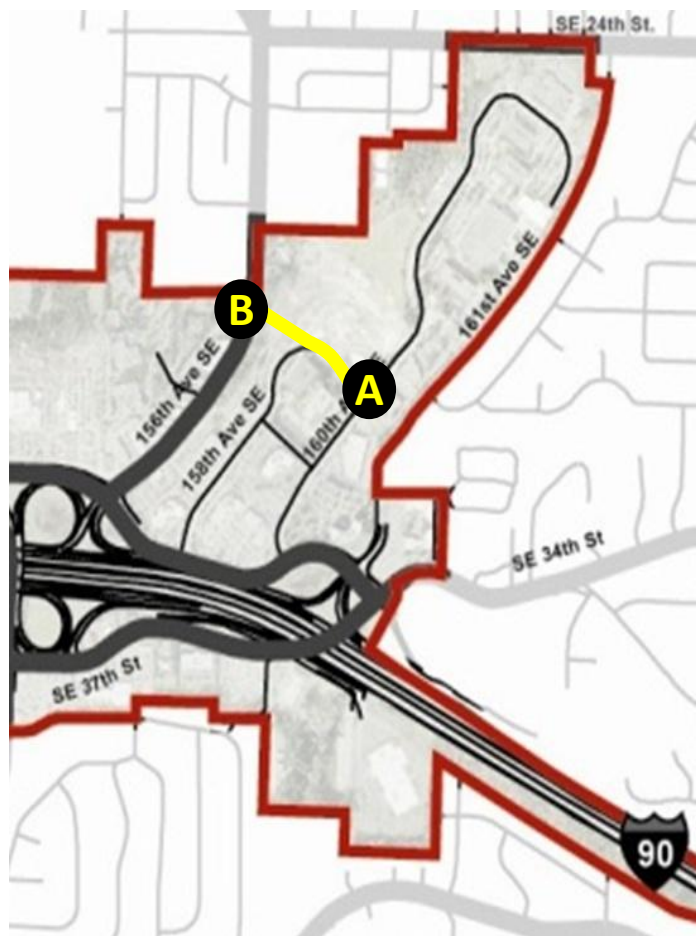
Eastgate/I-90
Land Use & Transportation Project

North-South Connectivity



1.2 miles

vs.



450 feet

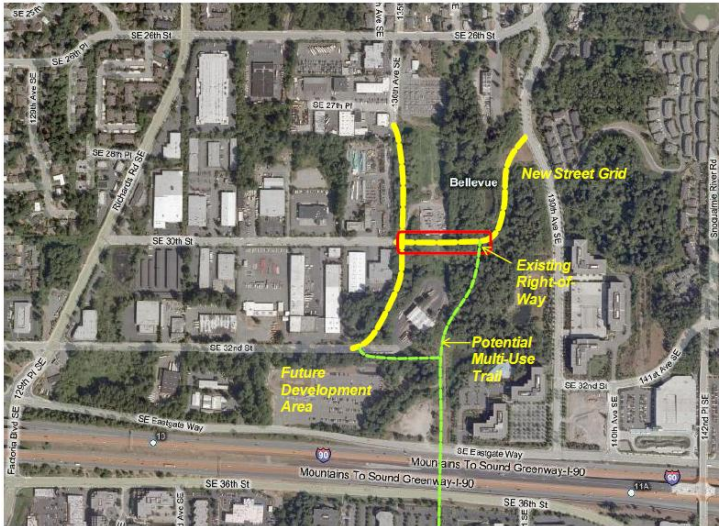


Eastgate/I-90
Land Use & Transportation Project

East-West Connectivity

Concepts for improving connectivity.

Street Grid Improvements E/O Richard Road



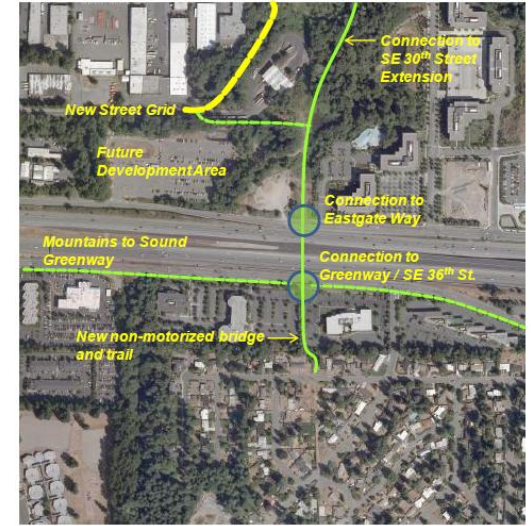
A new Street Grid East of Richards Road will help disperse traffic to other streets to the south and east.

New Road to 156th Avenue SE



A new east-west connection to 156th Ave SE would provide additional access and help to disperse trips away from SE Eastgate Way.

Non-Motorized Bridge over I-90



A new north-south non-motorized facility could connect to the future office area north of Richards Road and the Mountains to Sound Greenway and other uses south of I-90.

Evaluate feasibility of Preliminary Screening Analysis connectivity improvements.



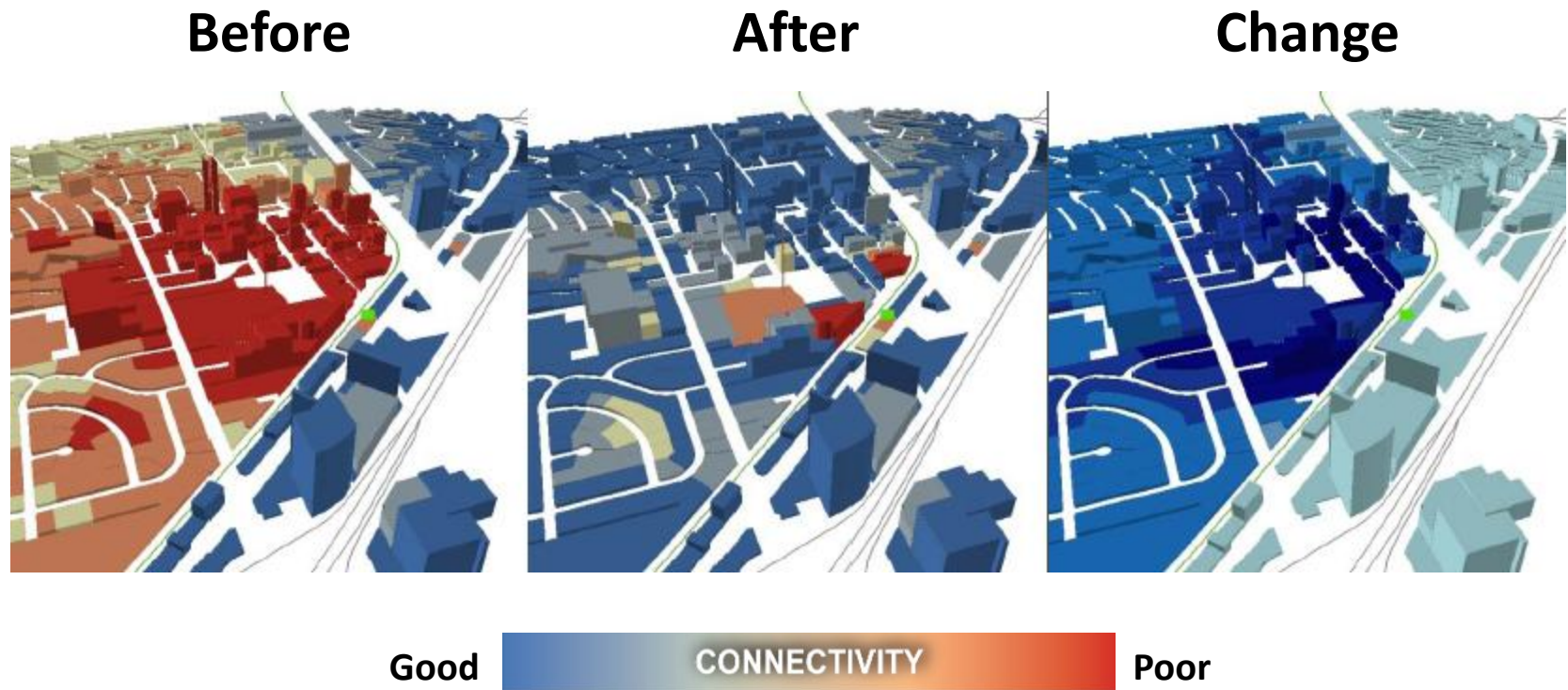
Private road at eastern terminus of SE 30th Street



King County waste transfer station at eastern terminus of SE 32nd Street



Assess baseline connectivity and run “what-if” scenarios on potential improvements (quantifying relative impact of changes) in the project area.



Explore potentially desirable high capacity transit station locations in advance of the Sound Transit ST-3 study.



Staff is not expecting work on ST-3 to proceed during the tenure of this project, and it is currently unclear whether it is reasonable to assume that light rail extensions along this corridor could be implemented by 2030, which is the timeframe for this project. However, it is to the City's advantage to consider the impacts and benefits of potential high capacity transit (HCT) corridors as part of this planning effort. To support some preliminary discussions with the City of Issaquah, Sound Transit, and other agencies, Bellevue staff will generate Route Directness Index (RDI) scores for various HCT station locations in the area.





Multi-Modal System & Street Connectivity: Discussion of Issues & Opportunities

“Improve the Eastgate Corridor’s urban design quality and coherence, recognizing the area as a major City gateway and prominent location on the Mountain to Sound Greenway.”

For Future CAC Consideration:

- How might the northern and southern halves of the I-90 corridor be better integrated and highlighted as a prominent location on the Mountain to Sound Greenway?
- What types of design character will best promote businesses in the corridor and reinforce the image of Bellevue as a “city in a park”?
- What should be done to improve the visual and overall aesthetic quality of the Eastgate corridor?



“The perspective is not tidy and nothing distinguishes the gateway as anything different.”

“Feels like a place to get through, not a place to stay.”

“The Mountains to Sound Greenway Trail could enhance landscaping in the area.”

“(The City of) Shoreline’s beautification of (Highway) 99 is a good example of how to enhance a major corridor.”

“Eastgate is fortunate in that there are some trees.”



“Help connect our City to the MTS Greenway with a bicycle/walking trail along I-90 that is safe, beautiful, and Bellevue can be proud of.”

“Make architecture tasteful and pleasing to the eye.”

“Implement (the) project with a design that enhances the appearance of the transportation system.”

“No character and run down.”



Trail facilities



Boulevard concepts

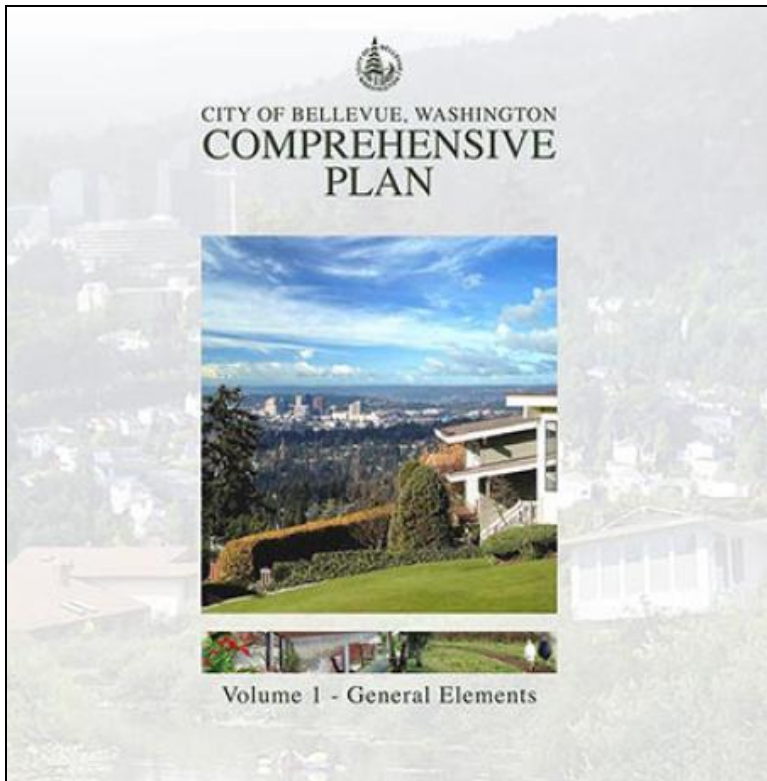


Interstate plantings



Building aesthetics





Policy UD-53: Integrate designs of frontage roads along the I-90 freeway corridor as contributors to the Mountains to Sound Greenway concept. Give particular attention to multi-use trails, large scale landscaping and pedestrian amenities.

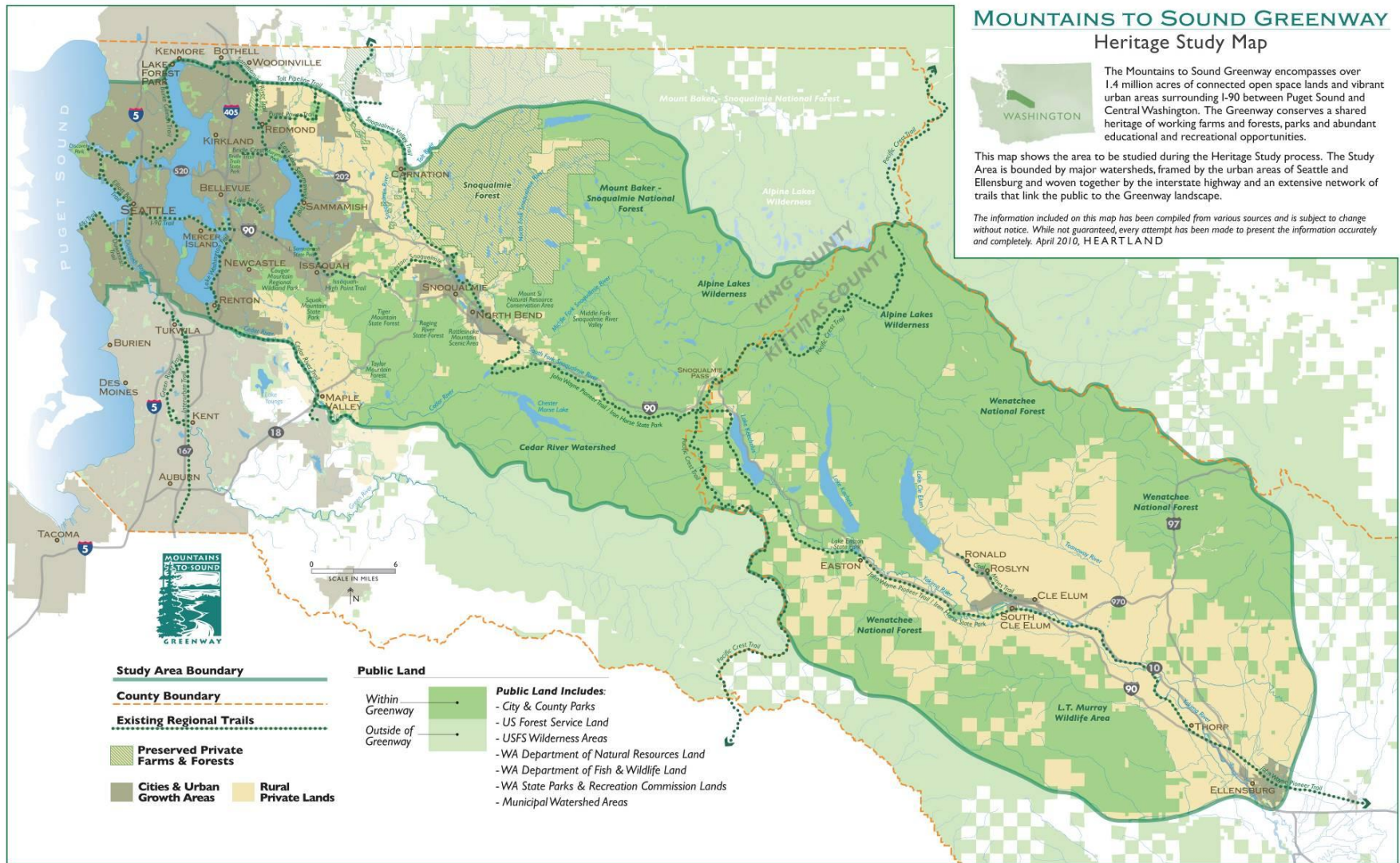


Trail facilities



Eastgate/I-90
Land Use & Transportation Project

Comprehensive Plan



Eastgate/I-90
Land Use & Transportation Project

The Greenway

THE I-90 GREENWAY REGIONAL TRAIL SYSTEM

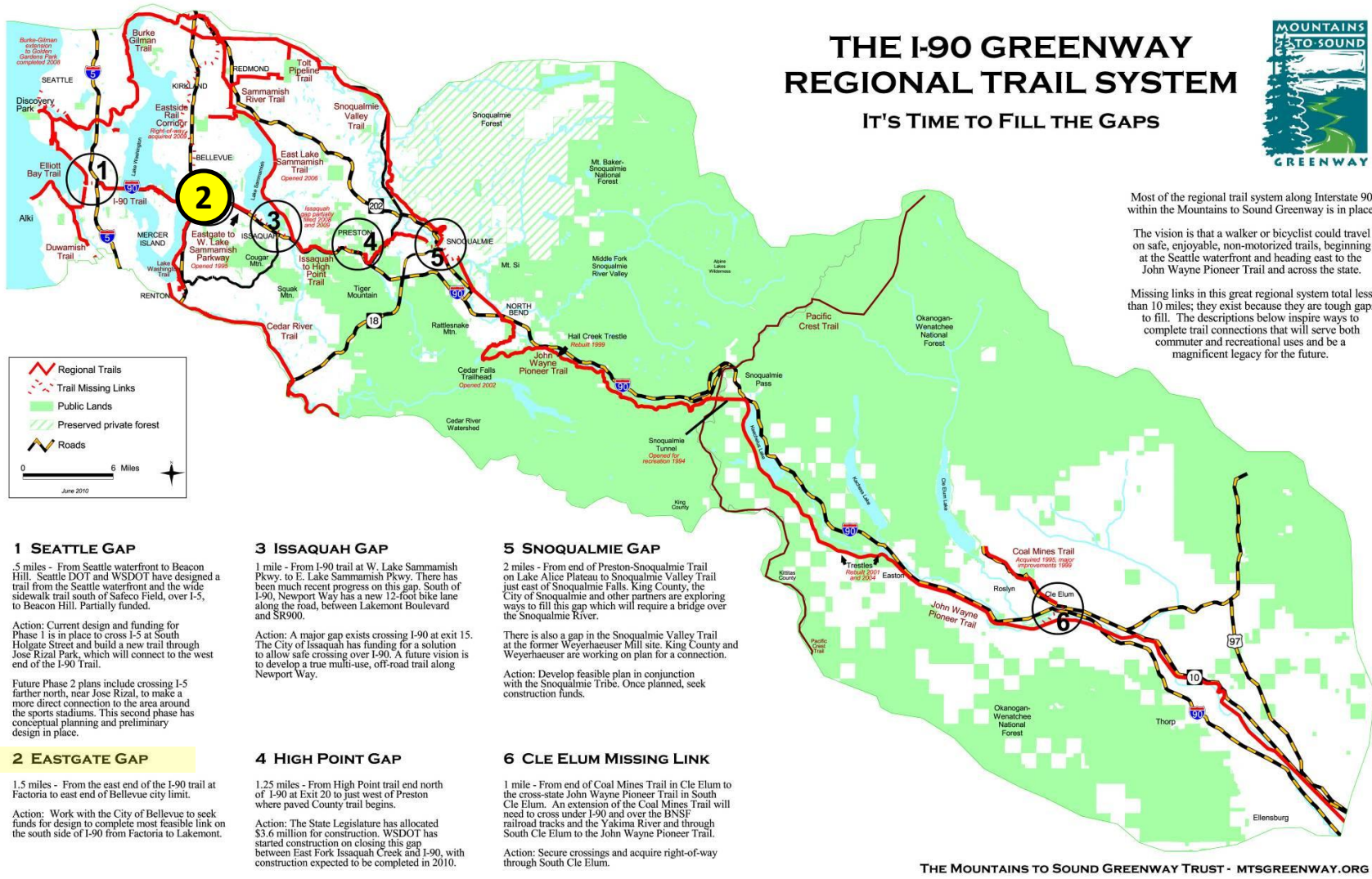
IT'S TIME TO FILL THE GAPS



Most of the regional trail system along Interstate 90 within the Mountains to Sound Greenway is in place.

The vision is that a walker or bicyclist could travel on safe, enjoyable, non-motorized trails, beginning at the Seattle waterfront and heading east to the John Wayne Pioneer Trail and across the state.

Missing links in this great regional system total less than 10 miles; they exist because they are tough gaps to fill. The descriptions below inspire ways to complete trail connections that will serve both commuter and recreational uses and be a magnificent legacy for the future.



1 SEATTLE GAP

.5 miles - From Seattle waterfront to Beacon Hill. Seattle DOT and WSDOT have designed a trail from the Seattle waterfront and the wide sidewalk trail south of Safeco Field, over I-5, to Beacon Hill. Partially funded.

Action: Current design and funding for Phase 1 is in place to cross I-5 at South Holgate Street and build a new trail through Jose Rizal Park, which will connect to the west end of the I-90 Trail.

Future Phase 2 plans include crossing I-5 farther north, near Jose Rizal, to make a more direct connection to the area around the sports stadiums. This second phase has conceptual planning and preliminary design in place.

2 EASTGATE GAP

1.5 miles - From the east end of the I-90 trail at Factoria to east end of Bellevue city limit.

Action: Work with the City of Bellevue to seek funds for design to complete most feasible link on the south side of I-90 from Factoria to Lakemont.

3 ISSAQUAH GAP

1 mile - From I-90 trail at W. Lake Sammamish Pkwy. to E. Lake Sammamish Pkwy. There has been much recent progress on this gap. South of I-90, Newport Way has a new 12-foot bike lane along the road, between Lakemont Boulevard and SR900.

Action: A major gap exists crossing I-90 at exit 15. The City of Issaquah has funding for a solution to allow safe crossing over I-90. A future vision is to develop a true multi-use, off-road trail along Newport Way.

4 HIGH POINT GAP

1.25 miles - From High Point trail end north of I-90 at Exit 20 to just west of Preston where paved County trail begins.

Action: The State Legislature has allocated \$3.6 million for construction. WSDOT has started construction on closing this gap between East Fork Issaquah Creek and I-90, with construction expected to be completed in 2010.

5 SNOQUALMIE GAP

2 miles - From end of Preston-Snoqualmie Trail on Lake Alice Plateau to Snoqualmie Valley Trail just east of Snoqualmie Falls. King County, the City of Snoqualmie and other partners are exploring ways to fill this gap which will require a bridge over the Snoqualmie River.

There is also a gap in the Snoqualmie Valley Trail at the former Weyerhaeuser Mill site. King County and Weyerhaeuser are working on plan for a connection.

Action: Develop feasible plan in conjunction with the Snoqualmie Tribe. Once planned, seek construction funds.

6 CLE ELUM MISSING LINK

1 mile - From end of Coal Mines Trail in Cle Elum to the cross-state John Wayne Pioneer Trail in South Cle Elum. An extension of the Coal Mines Trail will need to cross under I-90 and over the BNSF railroad tracks and the Yakima River and through South Cle Elum to the John Wayne Pioneer Trail.

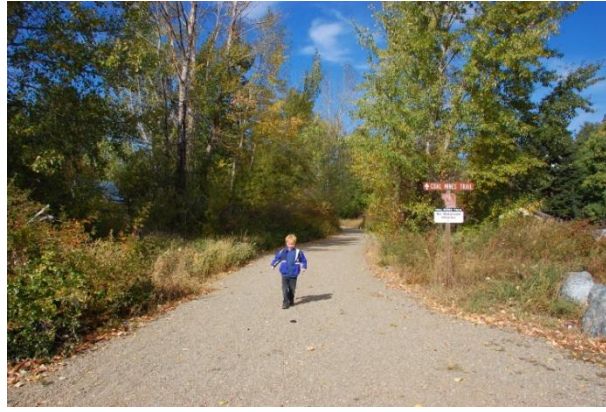
Action: Secure crossings and acquire right-of-way through South Cle Elum.

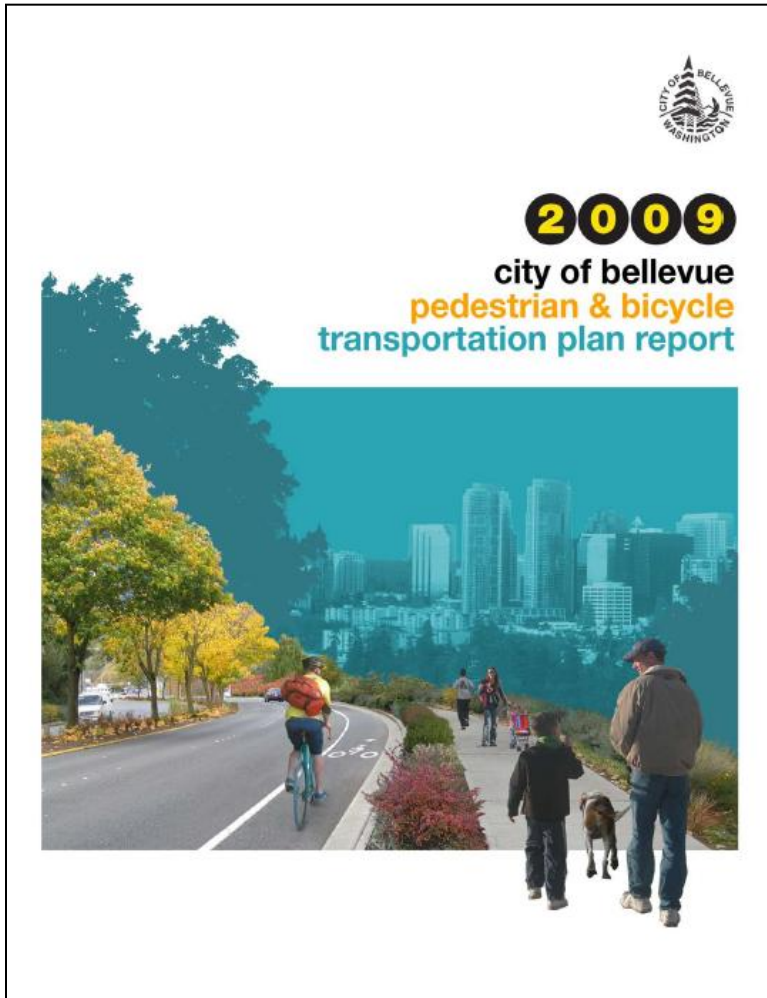
THE MOUNTAINS TO SOUND GREENWAY TRUST - MTSGREENWAY.ORG



Eastgate/I-90
Land Use & Transportation Project

The Eastgate Gap





Project # O-137-N: A paved multiuse trail of 10 feet or greater paved width is proposed beginning at the current end of the trail at Factoria Blvd and running eastward along the north side of SE 36th St to the curve near the southwest quadrant's ramps of the 148th-150th Ave SE interchange, then following a new independent alignment to the 150th Avenue SE/SE 37th St intersection at 150th Ave SE. Eastward from 150th Ave SE the trail would follow SE 37th St (which here serves as an I-90 frontage road) to the Sunset Pedestrian Bridge where cyclists will cross to the north side of I-90 and make use of the Sunset Trail to WLSP. Construction of the recommended MTSG I-90 trail links such as the segment along SE 36th St should not eliminate existing on-street bicycle facilities; the latter should be maintained, and improved where improvement is needed, such as in the vicinity of the 148th-150th Ave interchange as SE 36th St curves to become SE 37th St. Additional coordination between City of Bellevue, WSDOT, King County, and Greenway Trust required to study this route. Identified as priority bike corridor EW-4.

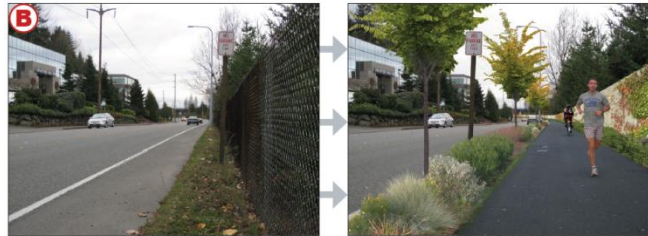


Eastgate/I-90
Land Use & Transportation Project

Conceptual Alignment



A completed portion of the Mountains to Sound Trail, running parallel to SE 34th Street.



Photovisualization showing the off-street path proposed for the north side of SE 36th Street as part of the Mountains to Sound Greenway Project.



Photovisualization showing the off-street path proposed for the north side of SE 38th Street as part of the Mountains to Sound Greenway Project.



Photovisualization showing the off-street path proposed for the north side of I-90 Frongate Road/SE 37th Street as part of the Mountains to Sound Greenway Project



Switchbacks on the north side of I-90 approaching West Lake Sammamish Parkway on the Mountain to Sound Greenway.



Eastgate/I-90
Land Use & Transportation Project

Design Visualizations

Develop trail design concepts for realizing the Greenway Trail that are sensitive to adjacent property interests for visibility.



Illustrative Example:

The [Children of the Sun Trail](#) (see image) is a component of the [US 395 - North Spokane Corridor](#) project that recently received TIGER funding. It is an example of integrating a trail facility along an interstate. In this case, they build a retaining wall to implement the trail.



Eastgate/I-90
Land Use & Transportation Project

Future Work

The Comprehensive Plan identifies 148th/150th Ave SE and Factoria Blvd/Richards Road as “boulevards” that should:

- Reinforce the image of Bellevue as a “city in a park.” Utilize features such as gateways, street trees, median plantings, special lighting, separated and wider sidewalks, crosswalks, seating, special signs, landscaping, decorative paving patterns, and public art. (UD-42)
- Encourage special streetscape design for designated intersections that create entry points into the city. (UD-44)
- Establish attractive gateways at all key entry points into the city and into smaller districts and communities within the city. (UD-45)
- Ensure that all development abutting the freeway corridors includes special design features which provide an attractive entrance to the city and presents the city in an attractive manner. (UD-52)

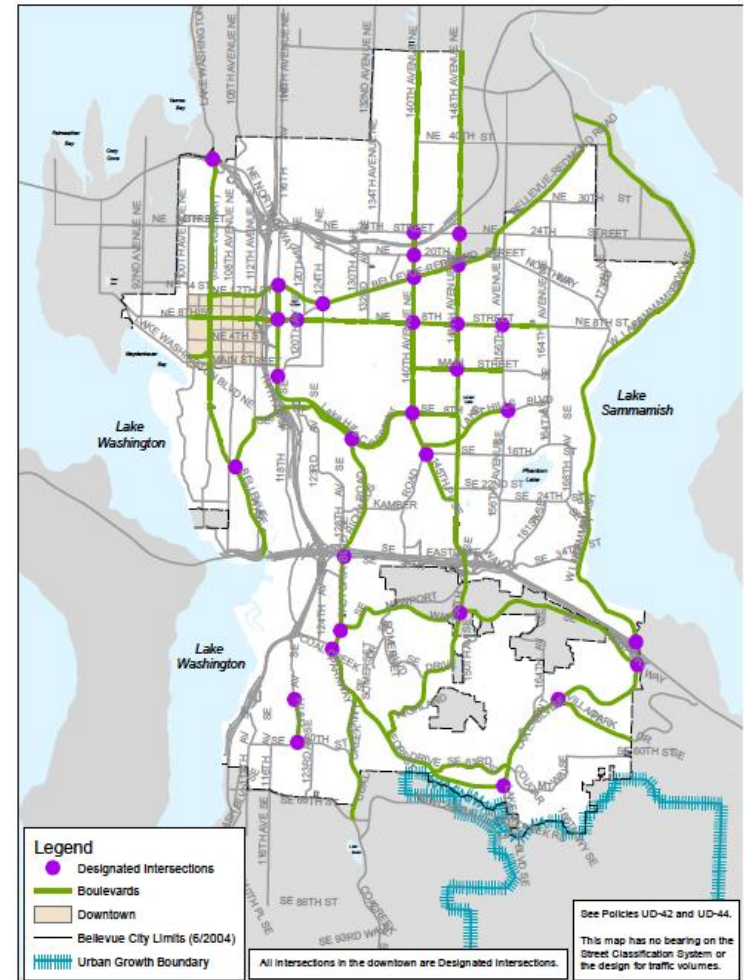


FIGURE UD.1
Urban Design Treatment
For Boulevards and Designated Intersections

Urban Design Element

Page 291



150th Avenue SE is identified in City of Bellevue's boulevard map and policies (Urban Design section of the Comp Plan).



Approaching SE 37th Street



Approaching SE Eastgate Way



Built around cars, not people



Eastgate/I-90
Land Use & Transportation Project

Auto-Oriented Corridor



Mix uses built closer to the sidewalk



Eastgate/I-90
Land Use & Transportation Project

Visualization 1



Streets safer for all users



Eastgate/I-90
Land Use & Transportation Project

Visualization 2



Compact development



Eastgate/I-90
Land Use & Transportation Project

Visualization 3



More transportation options



Eastgate/I-90
Land Use & Transportation Project

Visualization 4

Develop boulevard design concepts that both respond to and help define the Eastgate/I-90 corridor.



Photos: CH2M Hill



Eastgate/I-90
Land Use & Transportation Project

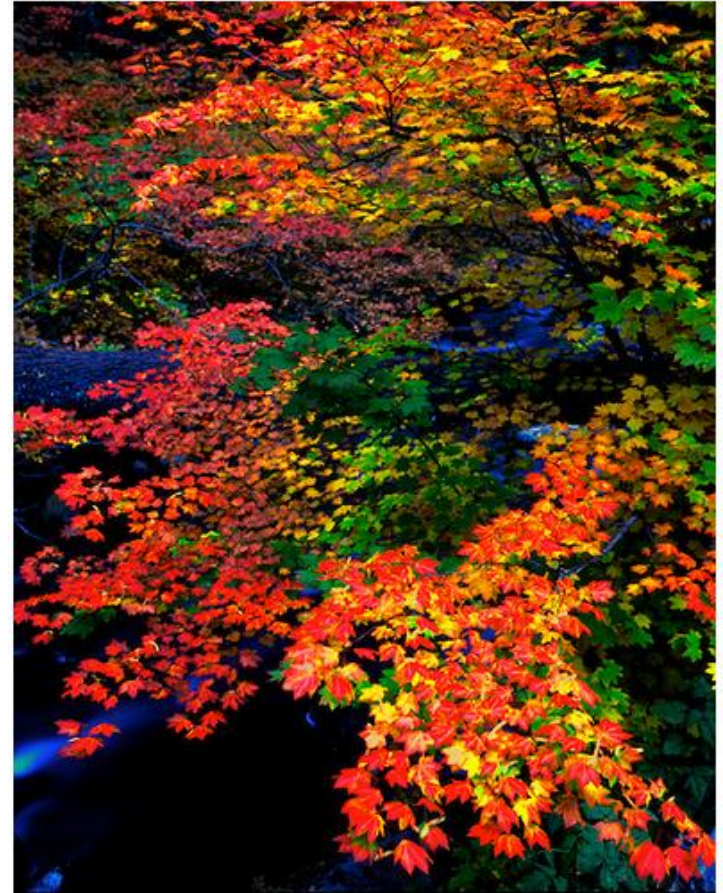
Future Work

- **POLICY S-EG-18.** Encourage a gateway within the I-90 interchange to accentuate Eastgate as an entry into Bellevue.

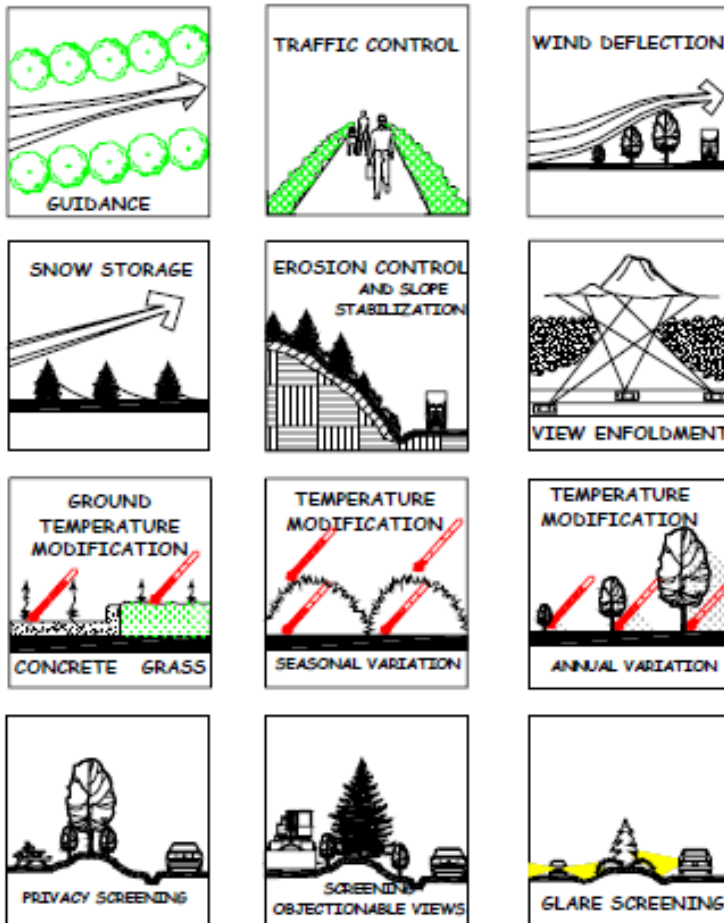
Discussion: The I-90 interchange at Eastgate is a major link between the northern and southern halves of the Subarea and is an access point for the freeway. A gateway should link both halves and include improved landscaping with seasonal color, pedestrian connections, lighting, district identification signs, and public artwork.

- **POLICY S-EG-25.** Use landscaping to complement building and site design.

Discussion: Eastgate has a variety of land uses with large areas of office development. Site design should use street lighting and landscaping to accentuate walks and roads, soften paved areas, and screen development from adjacent residential uses. Large color spots of flowers should be used to accentuate areas visible from streets. When possible plantings of trees and shrubs should be large enough to complement the scale of the building.



Important additional functions of vegetation include:



Source: WSDOT Roadside Manual

Vegetation has many functions and adds significant value to our environment.

These functions include:

- Traffic calming
- Stress reduction
- Buffer or shade for pedestrian or park and ride facilities
- Stream bank stabilization
- Wetland mitigation
- Water quality improvement
- Water retention and smoother flows
- Air pollution mitigation
- Noise abatement
- Wildlife habitat
- Enclose, screen, expose, or blend
- Visual quality, quality of life
- Corridor continuity



Plantings can be used to mitigate roadsides and interchange areas, as well as highlight important gateways and zones throughout the corridor.



Engage businesses along the I-90 frontage roads in a discussion around planting concepts that preserve view corridors.

EAST GATEWAY URBAN VILLAGE DESIGN GUIDELINES

Adopted by Council Ordinance 2008-684 on July 1, 2008

Roadway Buffers:

1. Roadway buffers adjacent to Seattle Hill Road and 132nd Street Southeast shall create a boulevard streetscape that features a variety of plants and landscape materials that strengthen and unify the identity of the East Gateway Urban Village.
2. A 35-foot roadway buffer shall be provided along SR 96 and Seattle Hill Road consistent with the Streetscape Element of the Comprehensive Plan.
3. Where possible and practical, significant trees shall be retained in the buffer area consistent with the Streetscape Element of the Comprehensive Plan.
4. Landscaping materials shall allow view corridors from the public right of way to buildings and focal points while screening parking areas.
5. Roadway buffers shall include a meandering sidewalk consistent with the Streetscape Element of the Comprehensive Plan.
6. Within the roadway buffer, monument entry markers shall be located at major entries connecting to 132nd Street Southeast and Seattle Hill Road. Entry markers shall be unified by common design and graphic elements throughout the East Gateway Urban Village.
7. Street entries shall feature special landscape features, such as formal plantings, artwork, lighting, and signage, etc. to define entryways into the East Gateway Urban Village.



Meandering Sidewalk in Roadway Buffer

Mill Creek (WA) Approach to SR-527 Frontage:

2. **A 35-foot roadway buffer shall be provided along SR 96 and Seattle Hill Road consistent with the Streetscape Element of the Comprehensive Plan.**
4. **Landscaping materials shall allow view corridors from the public right of way to buildings and focal points while screening parking areas.**



Develop interstate planting concepts that both respond to and help define the Eastgate/I-90 corridor.

guide for Landscape Planting at Cloverleaf Interchanges

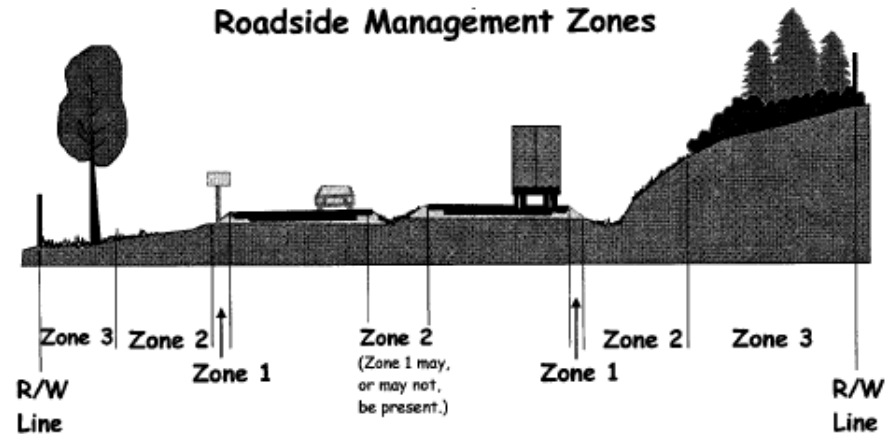
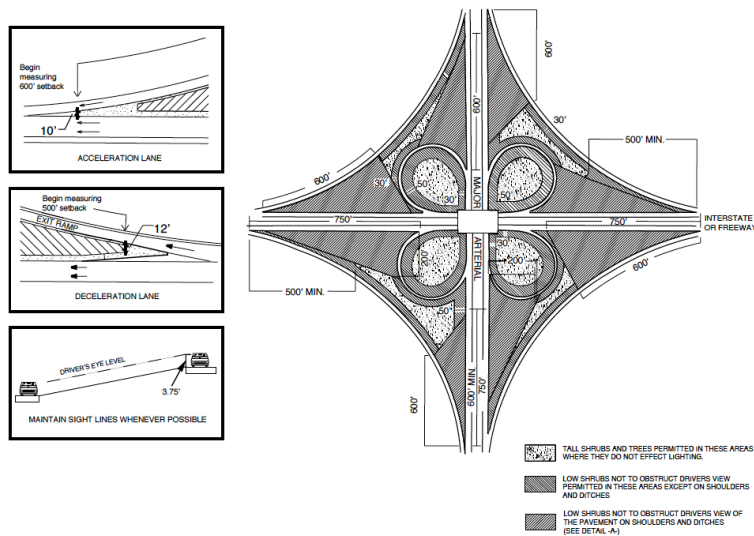


Figure 110.2 Roadside Management Zones



Eastgate/I-90
Land Use & Transportation Project

Future Work



In terms of urban form, the various buildings individually exhibit typical patterns of suburban development such as freestanding buildings or self-referenced building ensembles set back at large distances (typically 100-200') from the public street, internal access roads and driveways, and large expanses of surface parking. Collectively, large setbacks from the street and between buildings have resulted in isolated islands of use and activity, reducing the ability of these buildings to interact with each other to define the street or form urban public spaces.



Source: Urban Advantage



Eastgate/I-90
Land Use & Transportation Project

Auto-Oriented Retail



Source: Urban Advantage



Eastgate/I-90
Land Use & Transportation Project

Photo Visualization



Explore options for whether and how to improve building aesthetics in the corridor.

Different options for different settings





Urban Design: Discussion of Issues & Opportunities

“Model environmental sustainability in planning for Eastgate’s future, so that future plans for the area produce measurable environmental benefits.”

For Future CAC Consideration:

- What land use and transportation strategies should be pursued to produce measurable greenhouse gas (GHG) emission reductions in the project area?
- What are the opportunities to improve existing environmental conditions?
- What changes will make the Eastgate area develop a more environmentally sustainable future?



“Would like to see additional tree planting in the corridor.”

“There are also environmental constraints (in Richards Valley), but the streams could be an asset”.

“I am surprised how many people ride their bike from Seattle to Factoria.”

“People don’t want to get into a car for every purchase or activity.”



“It is always important to keep the environment healthy...have green spaces and reduce runoff problems.”

“Protect Phantom Lake.”

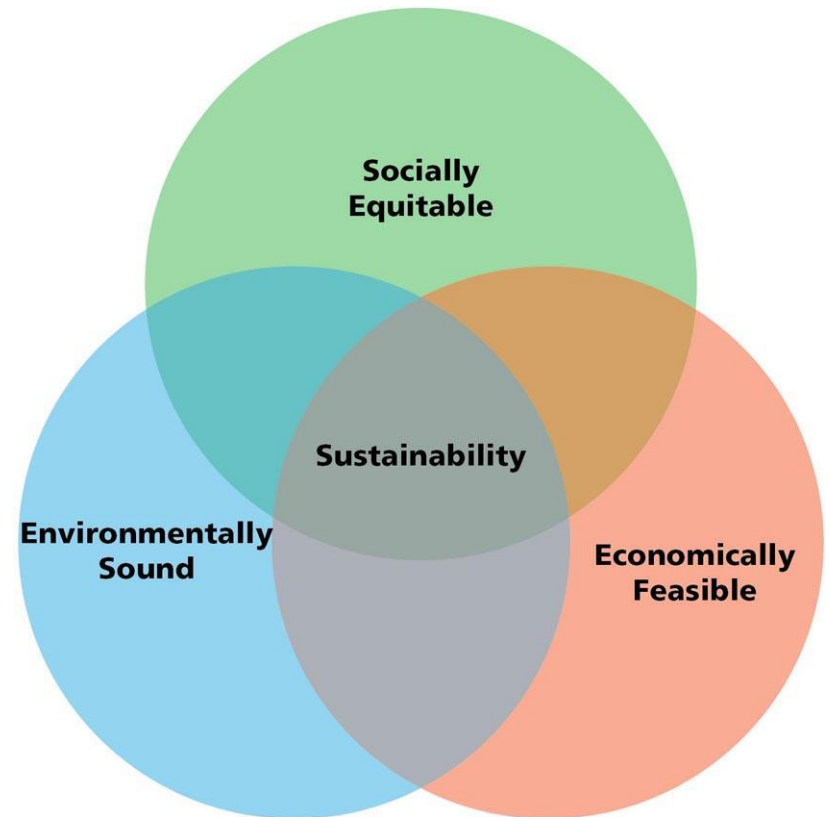
“Keep the area green. Seems like trees get cut down at an alarming rate.”

“Environmental restoration would be good.”

“Please plant trees.”

“Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.”

*Brundtland Report,
Our Common Future (1987)*



Source: Sustainable Sites Initiative

“Promote a sustainable urban environment by weighing environmental concerns in all decision-making processes.”

– City of Bellevue Comprehensive Plan

Goal to reduce GHG emissions by 7% below 1990 levels by 2012.

- Mayors’ Climate Protection Agreement (Res. 7517), 2007

Bellevue’s ESI Strategies:

- **Reduce municipal & community emissions by Mayors’ target**
- **Support infrastructure for non-single-occupancy-vehicle mobility options**
- **No net tree canopy loss**
- **Control storm water naturally**

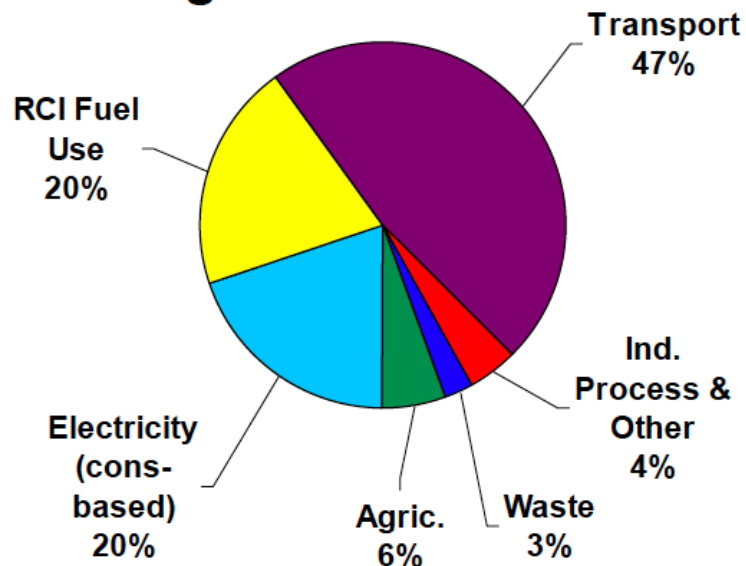
City of Bellevue Environmental Stewardship 2009-2012 Strategic Plan

November 2008

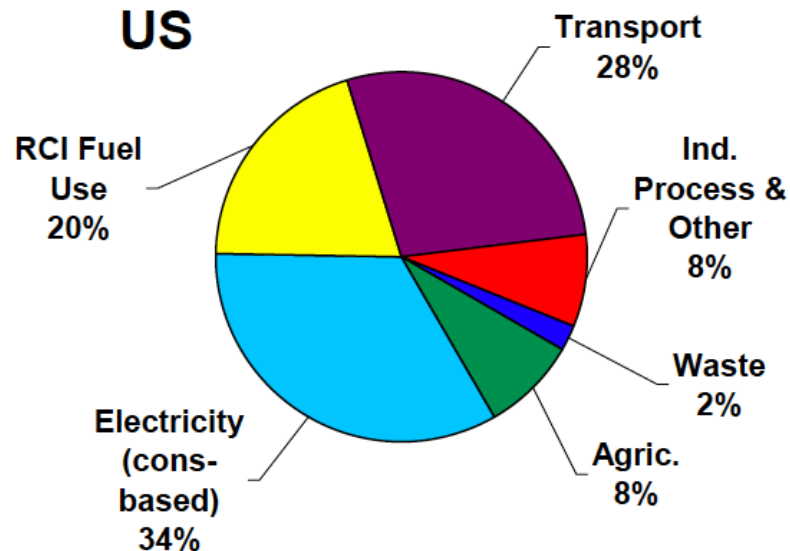


Transportation, electricity use, and residential/ commercial/ industrial (RCI) fossil fuel combustion are the State's principal GHG emissions sources.

Washington



US



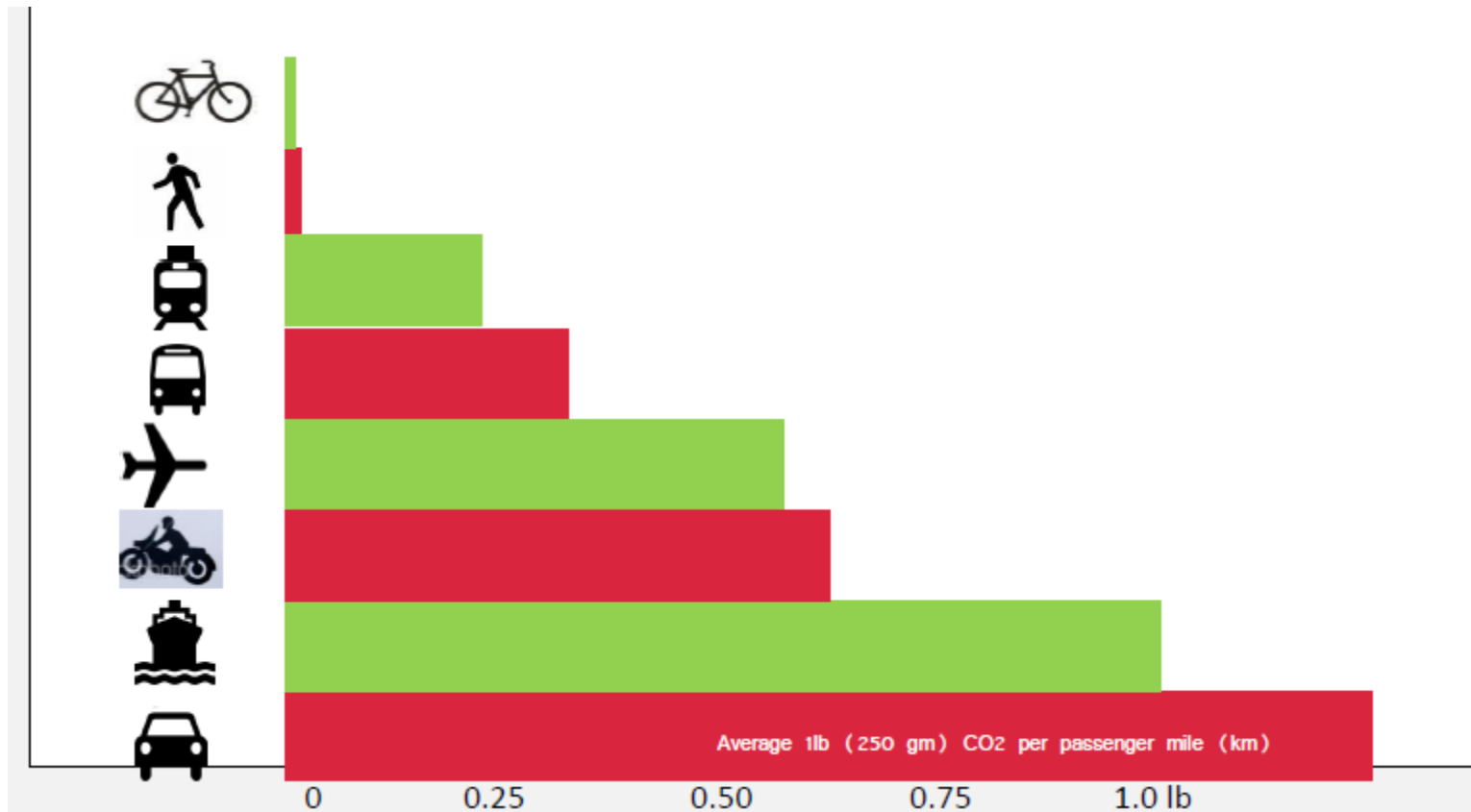
A comparison of Washington and U.S. emissions shows that in Washington a much larger fraction of the GHG emissions are due to transportation activities. The large amount of hydro-electric generation in the State leads to lower contribution of the electric sector to total emissions, compared with the national average.





State Greenhouse Gas Emission Limits

- **By 2020: Reduce to 1990 emissions level**
- **By 2035: 25% below 1990 emissions level**
- **By 2050: 50% below 1990 emissions level**

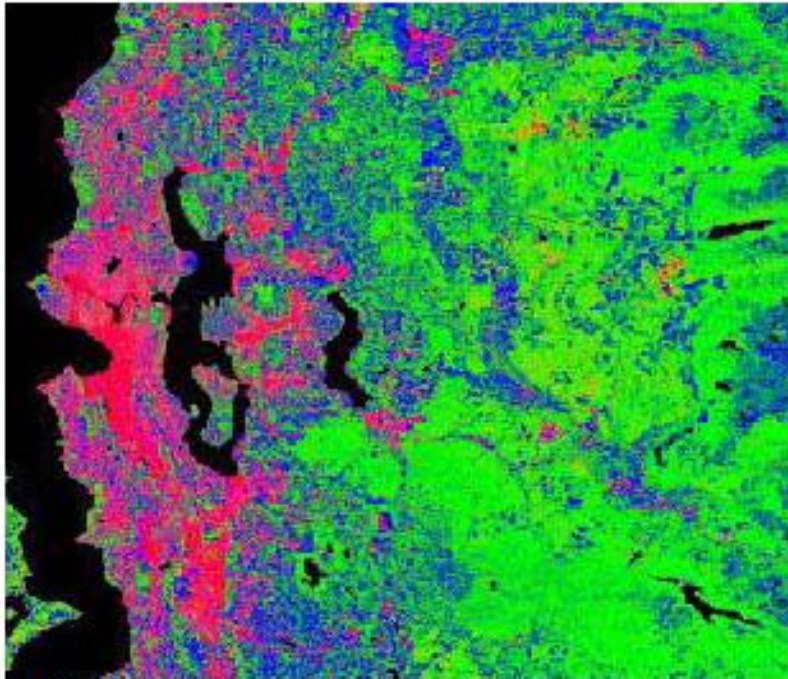


Source: Timothy Papandreou

- Walking, Bicycling, & Transit are the most sustainable forms of transportation
- Limitations – Most effective with compact, mixed-use, transit-oriented land-use

Urban areas have lots of impervious surface, much of which is pavement.

King County, WA



pink/red = impervious surface

Picture from Marzluff, College of Forest Resources, UW

$\frac{1}{3}$ of all polluted waters in Washington State are polluted by storm-water runoff.

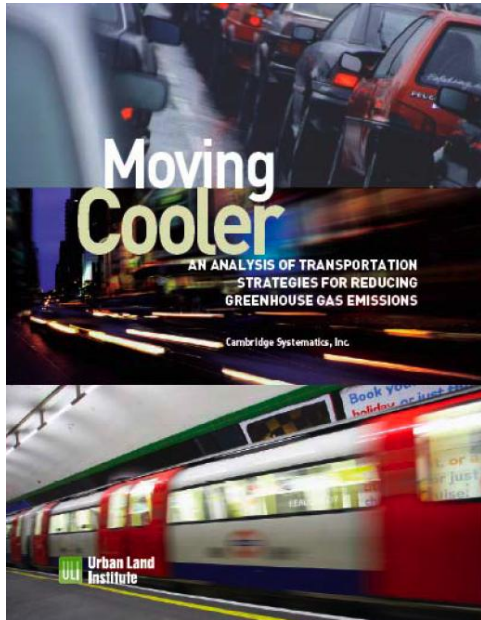
- Washington State Department of Ecology



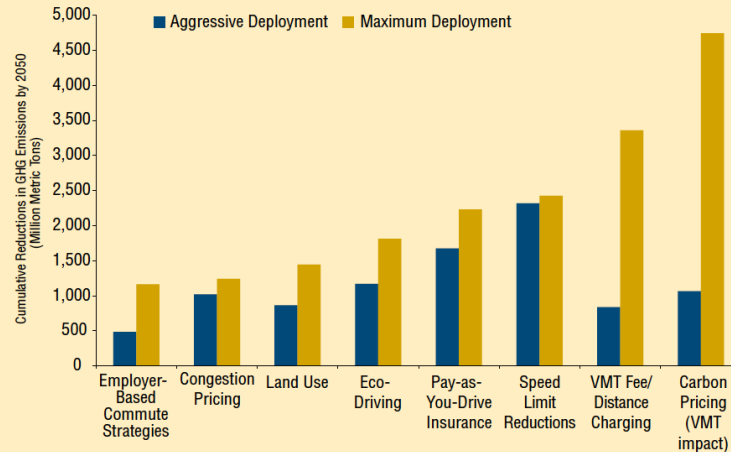
Eastgate/I-90
Land Use & Transportation Project

Storm-Water Runoff

Evaluate opportunities to reduce VMT and GHG emissions through land use strategies.



Moving Cooler: Land Use Is among the Top Strategies to Reduce Greenhouse Gas Emissions



Source: *Moving Cooler*.

Note: Does not include carbon pricing (fuel economy impact).

VMT and GHG reductions possible by 2050:

- 6 to 9% from more compact land use
- 24% from more compact land use plus increased transit, etc
- 47% if coupled with “strong economy-wide pricing measures”



Eastgate/I-90
Land Use & Transportation Project

Future Work

Evaluate opportunities to reduce VMT and GHG emissions through transportation strategies.

Vehicle/System Operations to Reduce GHG

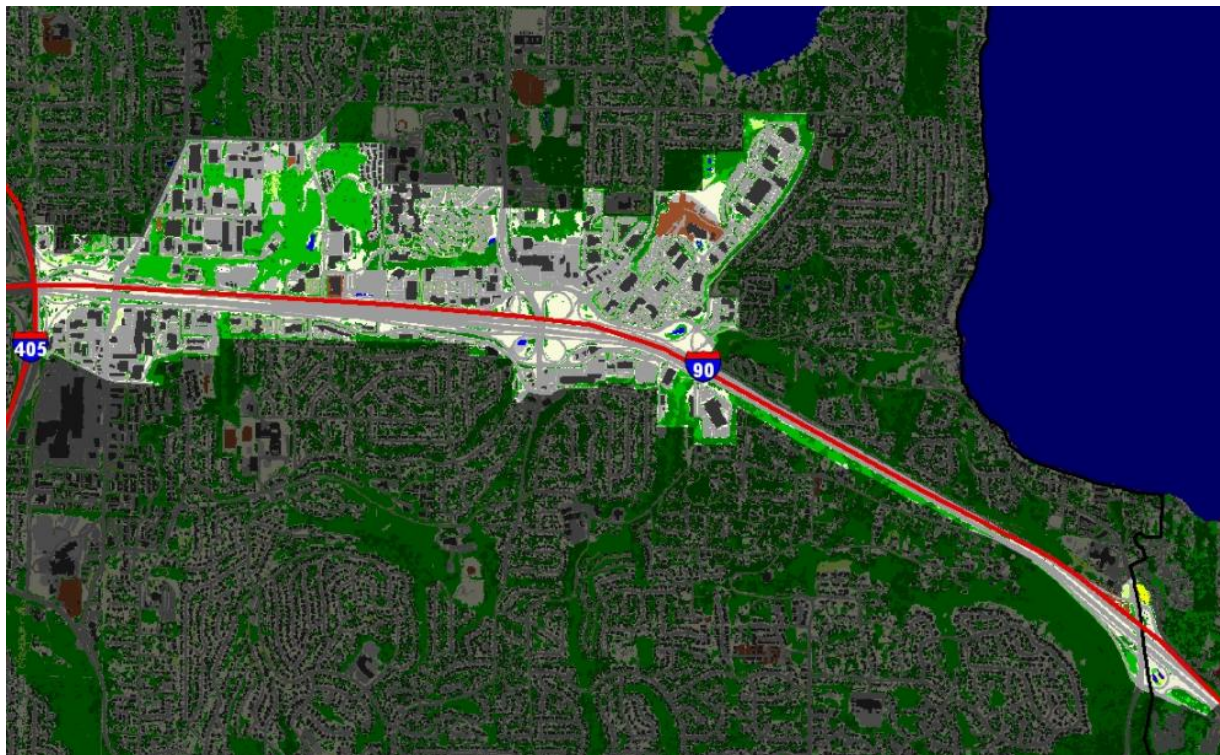
REAL SOLUTIONS FOR CLIMATE CHANGE

Potential for 10-20% LDV GHG reduction by:

- Managing speed (35-55 MPH is optimal)
- Speed limits/enforcement (could reduce fuel use 2-4%)
- Eliminating bottlenecks
- “Active” traffic management to smooth traffic flow
- Improving signal timing (could reduce 1.315 MMT CO₂/yr)
- Roundabouts (multiple benefits)
- Reducing car and truck idling
- Work zone management to smooth flow
- Encouraging eco-driving



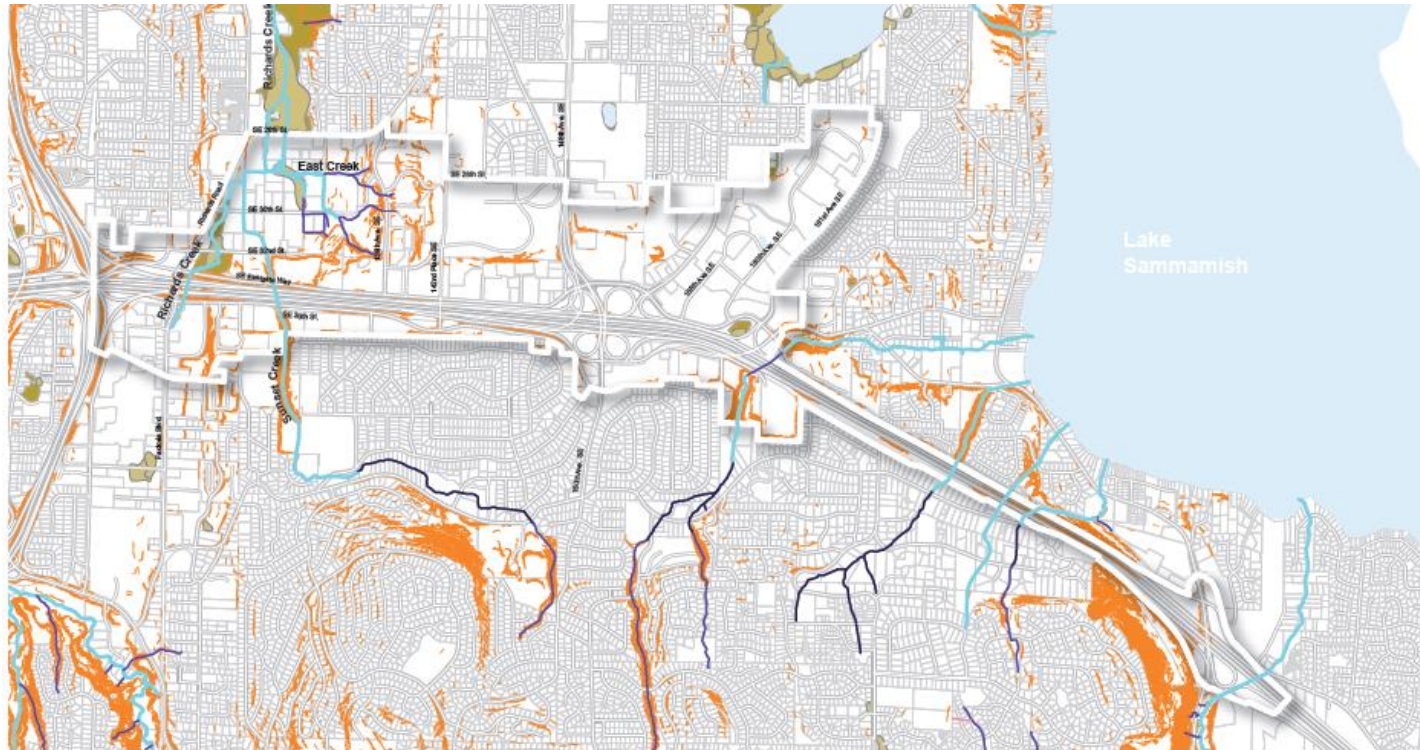
Evaluate the cost effectiveness of tree plantings in highway ROW for carbon sequestration and storm-water management savings.



Tree canopy in the project area is 25.8% of the total acreage and represents an air pollution removal value of \$56K/year and \$279K/year in storm-water management savings.

Project will use the “Integrated SEPA/GMA” process, which:

- Combines environmental evaluation under the State Environmental Policy Act with planning under the Growth Management Act
- Ensures early identification of environmental issues and implications; and
- Leads to actions that are informed by environmental considerations.



“Better integrate land use and transportation across Eastgate, which may include consideration of transit-oriented development in portions of the area. Changes in land use should be informed by transportation opportunities and impacts. For example, the large Eastgate park and ride facility may create an opportunity for a transit overlay district, with well integrated land use and transportation performance.”

For Future CAC Consideration:

- Given the land use/transportation constraints in the corridor, what is the smartest way for this area to grow in the future? How should land use planning best accommodate these development opportunities?
- Are there good opportunities for Transit Oriented Development (TOD) in the Eastgate area; and what might TOD look like in the corridor?



“Transit-oriented development is happening much faster than we might have thought just a few years ago.”

“Focus Eastgate redevelopment around the Eastgate Park and Ride as it has good transit service.”

“Consider another park-and-ride on the south side of I-90”.

“...everyone wants to be where their work is reasonably close and transportation access is high.”

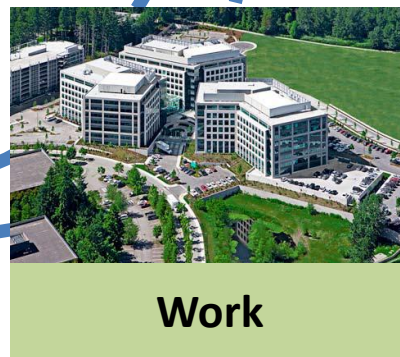
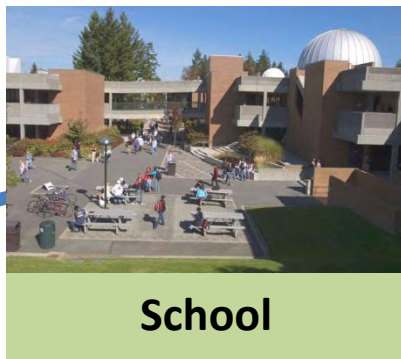


“How is it that these companies can build like crazy and it is the City that gets stuck with the bill to fix the traffic that they create?”

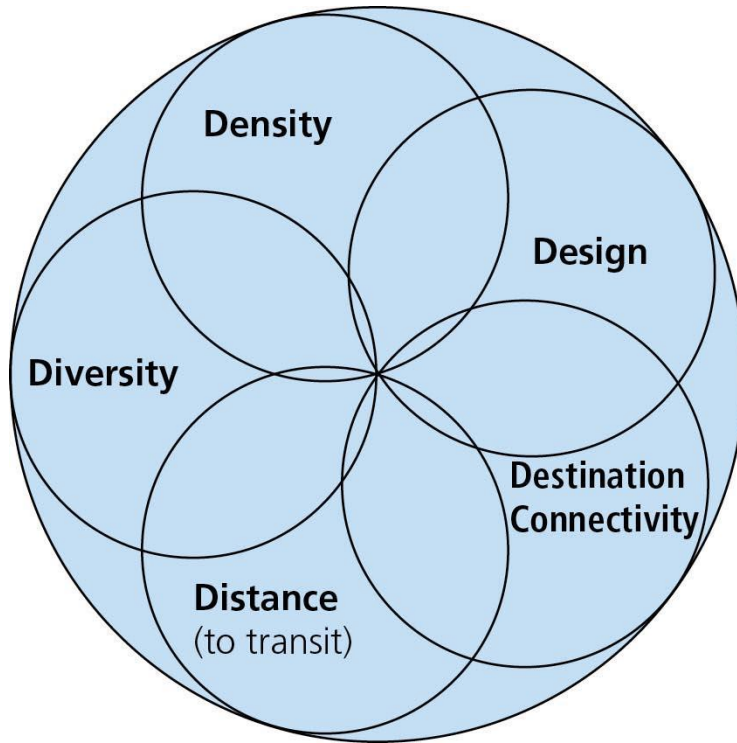
“The office parks on 160th Ave need alternate routes.”

“The transit options are really bad if you live and work on the Eastside anywhere other than Microsoft.”

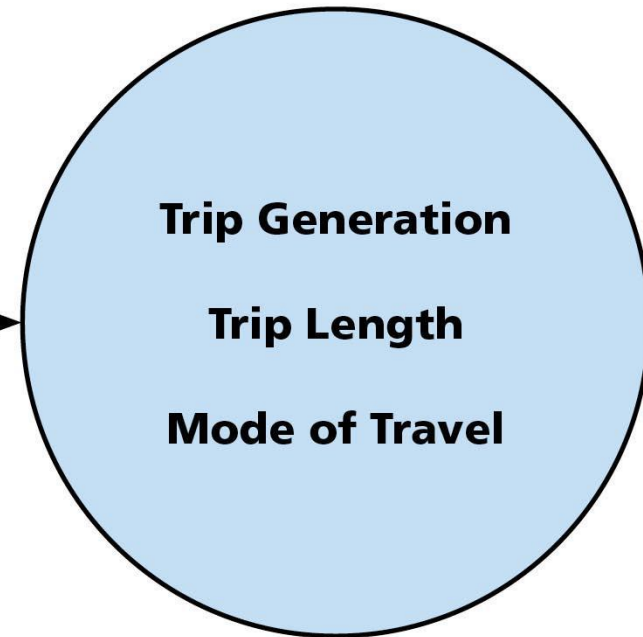
“More employment and residential uses created within a short walk from the (Eastgate Park and Ride).

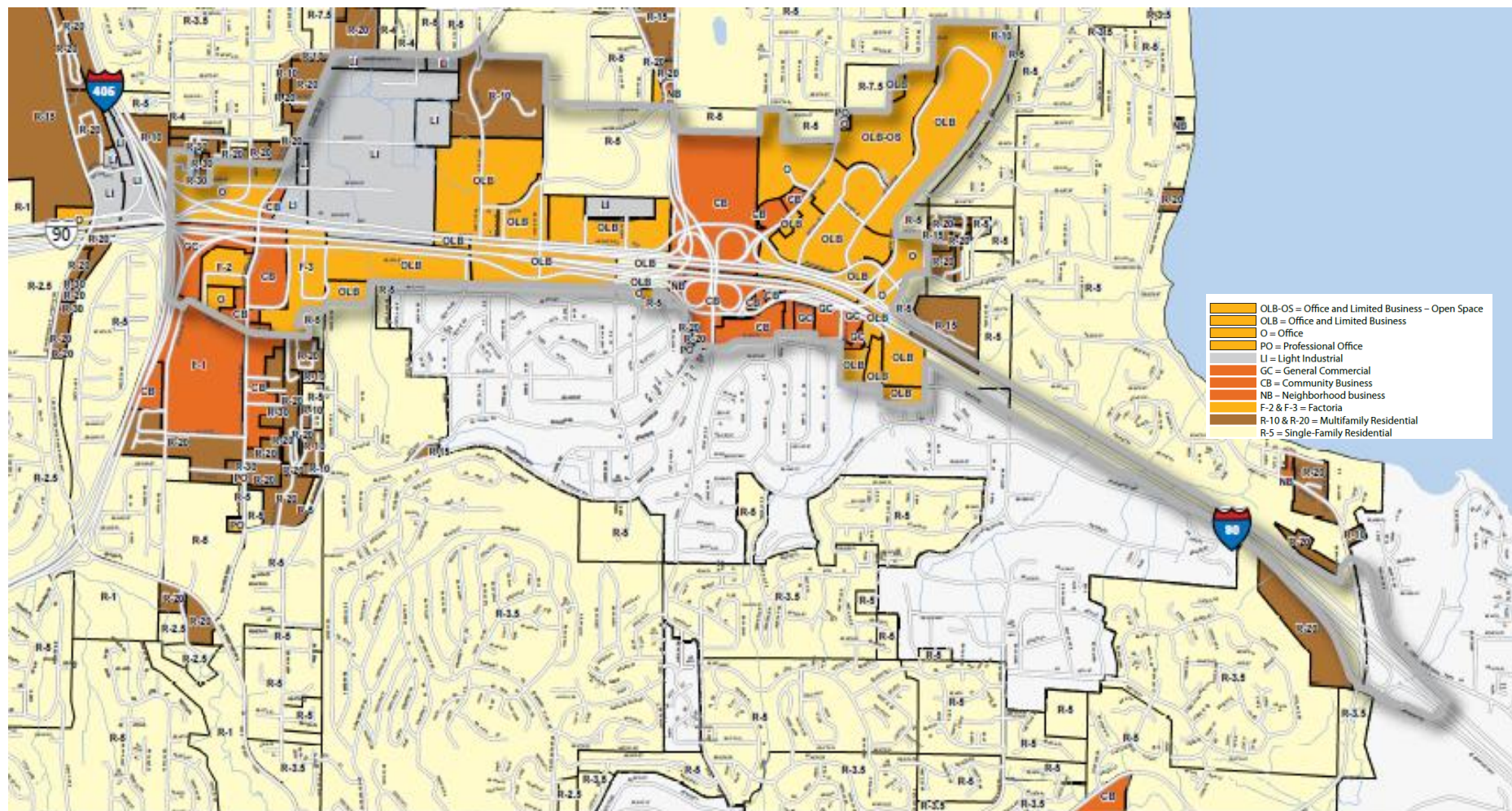


5 D's of the Built Environment



Travel Demand





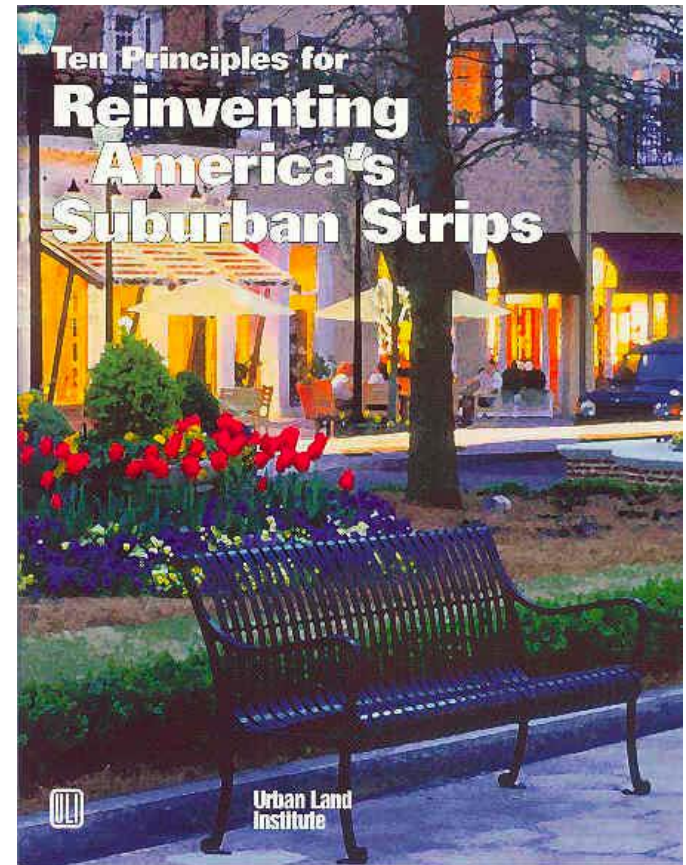
“Very limited shopping/dining options. Need to drive for lunch when working in Sunset office buildings.” - Response to On-Line Questionnaire



Eastgate/I-90
Land Use & Transportation Project

Existing Zoning

1. Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas
2. Strengthen and Direct Development Towards Existing Communities
3. Take Advantage of Compact Building Design
4. Mix Land Uses
5. Create Range of Housing Opportunities and Choices
6. Provide a Variety of Transportation Choices
7. Create Walkable Neighborhoods
8. Foster Distinctive, Attractive Communities with a Strong Sense of Place
9. Encourage Community and Stakeholder Collaboration
10. Make Development Decisions Predictable, Fair and Cost Effective



Supportive of Development

1. “Allow further commercial development in the Eastgate area in order to bring employment opportunities and in turn the development of a more dynamic retail area ”
2. “Increase building heights and create a more urban friendly environment.”
3. “This area needs nice big businesses along 36th for higher density business that will provide more jobs ”

Concerned About Development Impacts

1. “I'm concerned that there will be more growth of business that will put further stress on local/residential streets.”
2. “I'm not in favor of more intensive development such as the Microsoft buildings. Consideration should be given to overall traffic flow, keeping in mind this is both an interchange area and a residential area ”
3. “Don't change zoning. Don't want a bunch of skyscrapers or large commercial buildings that will increase traffic, overwhelm this neighborhood setting.”



Explore redevelopment potential adjacent to Eastgate Park & Ride, Bellevue College, and potential future HCT station locations.

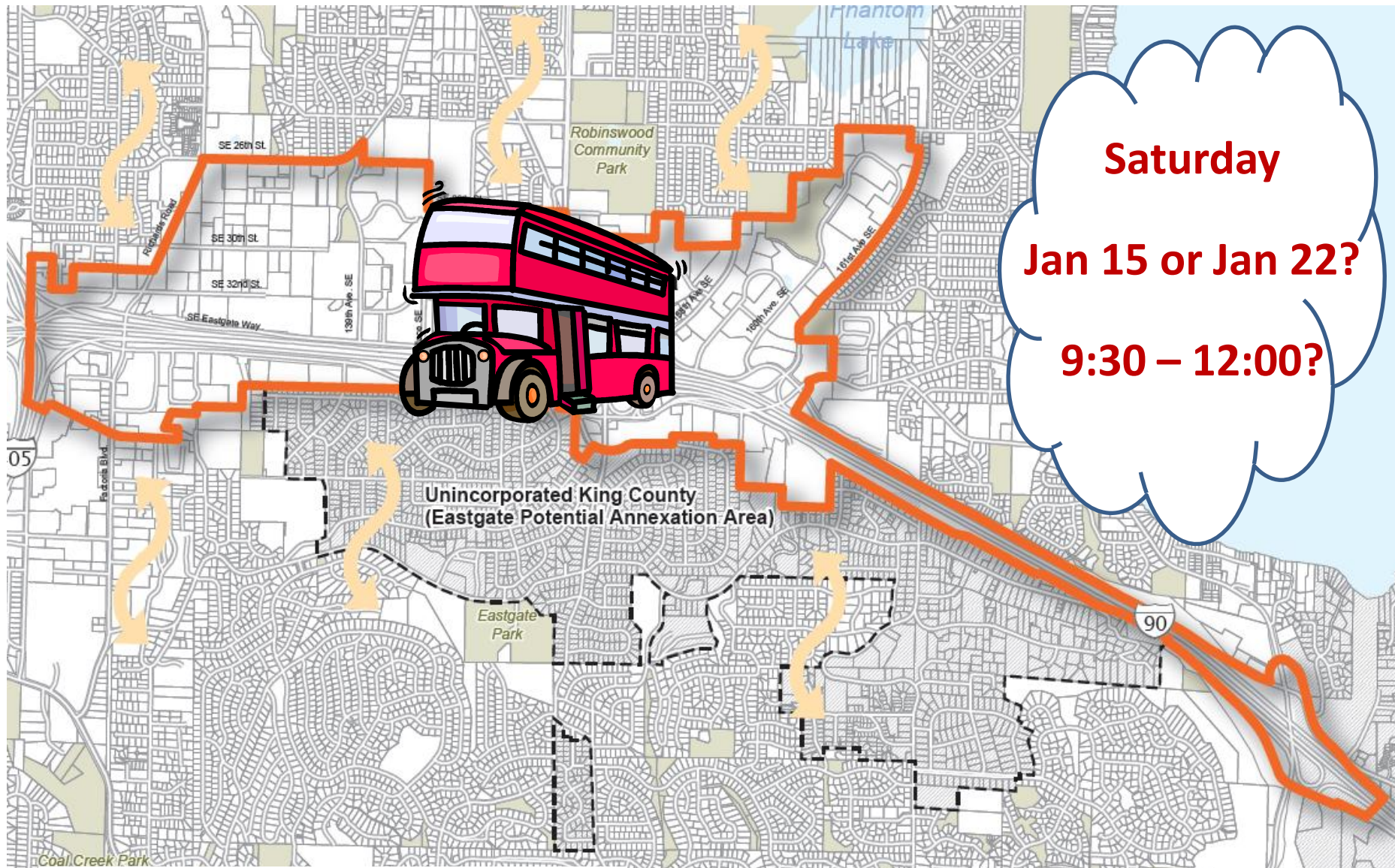


Eastgate/I-90
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Future Work



Sustainability & Smart Growth: Discussion of Issues & Opportunities



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Bus Tour

www.bellevuewa.gov/eastgate-corridor.htm



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Additional Information